THE EVENING TELEGRAPH.

PRICE TWO CENTS.] PHILADELPHIA, SATURDAY, JULY 2, 1864. [PRICE TWO CENTS.

THE FRIGHTFUL ACCIDENT ON THE QUEBEC RAILROAD.

Full Particulars—Horrible Scenes.

The Toronto *Globe* of yesterday gives some additional particulars of the awful catastrophe on the Quebec Railroad, near St. Hilaire. The accident took place at half-past 1 o'clock A. M.

The train for Quebec stopped at St. Hilaire, about one mile from the bridge across the Richelieu river, where there is a swing bridge. The swing bridge was opened about a quarter past one, to let a number of barges, in tow of a steamer, pass. The proper signals were turned before the bridge was opened, and the red light was burning. The man in charge of the bridge, when he heard the whistle, waved his red hand-lamp. The standing orders are, that all trains must come to a full stop before reaching the bridge. This was disregarded, and the train ran into the open draw.

The train which went over the bridge consisted of eleven cars and an engine. There were 354 emigrants on board, all Germans. The train was precipitated on the stern of a barge passing at the time, which lies partly submerged. The conductor, Thomas Finn, is killed; the fireman Nicholas Flynn, supposed to be killed. William Birney, the driver, went down with his engine, but escaped with slight injury.

The cars lie mostly a pile of fragments, crushed together, resting on the barge. Had the cars fallen into the open water, to the number of deaths caused by being crushed in the smashing of the cars must have been added a vast number of drowned. All the barges in tow of the steamer had passed except two. Those on the barge actually passing through the bridge saw the train coming, knew what must happen, and jumping on the barge behind saved their lives.

The locomotive lies submerged in the water out of sight. The appearance presented by the wreck it is impossible to describe. The train consisted of two or three second-class cars, and the remainder box cars fitted up with benches for the emigrants. The two or three last cars, when we arrived at the scene of the accident, about seven o'clock, remained on the top of the pile, comparatively unbroken; the rest were a confused broken heap, some lying on their sides, others upside down, broken into, and crushed by those above them, while in some cases a car lay flattened almost like a pancake, between two others.

The wheels lay confusedly scattered here and there through the heap. The leg of a child might be seen protruding from under a plank, at another place a man's head severed from the body, which appeared like a shapeless mass of bloody clothes. The bridge, which is a tubular iron structure, the cars running along the top of the tube, is some thirty-five feet high, counting from the level of the rail to the level of the water. The width opened by the swing, which is at the western extremity of the bridge, is about sixty feet.

When I arrived, thirty-four bodies had been recovered. During the forenoon, several others have been taken out, but the remaining dead are chiefly in a car so wedged in amongst the fragments of the others that many have not even yet been reached. As I write, the body of an old grey-haired man, respectably attired, is taken out; the lifeless hand still grasps a large long-handled china pipe. A quarter of an hour ago, a lad of fifteen was taken out, apparently lifeless, his head covered with blood, and presenting a frightful spectacle. On restoratives being applied, he was found to be not only alive, but only very slightly injured.

The blood with which he was covered was that of his mother, beside whose corpse he had been lying in the wreck for ten hours. Within the last few minutes, the bodies of two innocent babes, of two or three years, have been got out of the wreck and borne past to the dead-house. The dead are lying in the upper loft of a shed on the river side, about one hundred yards below the scene of the accident. A number of the more seriously wounded are in the lower part of the same building. Already two or three have been transferred from the receptacle for the wounded to the ghastly upper chamber set apart for the dead. Others of the wounded are in a tavern close beside the scene of the accident, and in the adjacent sheds and other out-buildings.

The Coroner, immediately on arriving, had the engine-driver (Wm. Birney), arrested and sent him by the delayed train, which passed about ten o'clock, to Montreal, there to be committed to gaol. The bridge is nearly 1100 feet in length, and the signal that the bridge is open can be seen 525 feet before entering on the bridge. The signal being beside the drawbridge on the western side of the river, should thus have been seen by the driver at a distance of 1625 feet. It was a clear night, with no haze to prevent its being visible. Birney says that when he saw the signal he reversed the engine, but those competent to judge say he could have pulled up the train in one-third of the distance. Birney has been in the employ of the Grand Trunk for eight or ten years, chiefly as fireman. It is only recently that he has been promoted to the rank of driver.

A brother of Finn, the deceased conductor, was driver of the express train which brought us from Quebec. It was touching to see how the strong fellow was unmanned, and wept and moaned in the excess of his grief, when, on our arrival at the bridge, he was first made acquainted with his brother's melancholy fate.

The Coroner returns by the next train to Montreal. This being a *fete* day the inquest could not be held to-day. He will have a special train to-morrow to take a jury to view the bodies, and will then adjourn the inquest, to be continued in Montreal. He has telegraphed to the German Society of Montreal, requesting them to come and take charge of the orphaned children, wives deprived of their husbands, &c. The Coroner also telegraphed to Montreal to have seventy-five coffins immediately made and sent down. The dead have not yet been identified, and it has been impossible thus far to get anything approaching a correct list of their names.

With the assistance of an intelligent German in the employment of Major Campbell, of St. Hilaire, I entered into conversation with a number of the survivors. I found, however, that they were of very various nationalities, and knew little of each other's affairs. They came by the *Neckar*, which arrived at Quebec on Sunday afternoon last, from Bremen via Hamburg. They landed 539 in number, 13 having died on the passage. One, an old man of 82, died after reaching Quebec. A number left for the West on Monday, and 354 started by this unfortunate train. A few families remained behind. They were Austrians, Prussians, Swedes, Danes, Bohemians, Poles, and, in one or two cases, Italians.

They were bound for Wisconsin, via Chicago—most of them to meet friends already settled in that region. Those I conversed with were chiefly from Bohemia. Joseph Roesler, from Bohemia, lost a boy of three or four years. Vincena Wantzing, aged 27, single, from Bohemia, is among the dead. S. Kolitzky, from Bohemia, has lost a babe of one year; himself, wife, and three children survive. A boy aged 10, named Kokall, from Bohemia, is among the dead; his father and mother are among the severely wounded. Johann Urbana is dead; his widow is among the wounded. S. Zommenatzik, from Bohemia, lost two children. Mrs. Krieger, a widow from Coblentz, has lost a son, a daughter, and a son-in-law; two daughters survive, with herself.

The appearance of the contents of the chests recovered from the wreck betokened that a number of the emigrants were in tolerably well-to-do circumstances. Several had shuttles and other implements of the weaver's craft. Some of the survivors say that in the cars that they were in there was no light. The darkness must have added immensely to the terrors of the frightful descent into the abyss.

The space between the piers was at first filled with the precipitated cars to such a height that the bridge could not be closed. The two or three topmost cars were pulled out of the way by a locomotive, by means of a rope attached, and the slight damage done to the edge of the bridge where the cars went over having been repaired, the track was in a condition to permit the resumption of ordinary traffic before ten, when the Quebec train, which had been due in Montreal at 7·25 A. M., passed over. It, of course, failed to make the connection at Montreal for the West.

It is supposed the total mortality caused by the accident is about 80.

MONTREAL, June 29, Midnight.—The train fortunately shunted a little in falling, so that a portion of the cars were thrown partially on the embankment, and in these the people for the most part escaped death, though, of course, many were killed and badly injured. One suffered amputation for injury done to the knee. Up to midnight to-night, 86 persons have been found dead, and it is probable that ten or twelve more are in the cars, many of which fell into ten feet of water, and some of which had not been got up when the last despatch was received from the scene of the disaster.

COULD NOT PAY THEIR RENT.—At a school established for poor children in an English town, the clergyman who was teaching was asking among other things, "Why was Adam and Eve turned out of Paradise?" Up jumped a boy, and with an eager countenance answered, "Because they could not pay their rent." On inquiry, it proved that his father and mother had been turned out for the same cause, and that the like catastrophe was then impending afresh. Pity was awakened, the cause was investigated, and relief was afforded.

EXTRA!

THIRD EDITION.

WILSON'S CAVALRY RAID.

CAPTURE OF A REBEL TRAIN

Portions of Two Railroads Destroyed.

BRIDGES, TIES, AND RAILROAD STOCK BURNED.

SHARP FIGHT WITH THE ENEMY.

SHELLING OF PETERSBURG

Etc., Etc., Etc., Etc., Etc.

HEADQUARTERS ARMY OF THE POTOMAC, Wednesday, June 29, 10 P. M.—At length Wilson's cavalry expedition, which marched nine days ago with the purpose of destroying the Danville Railroad, has been heard from through other than Rebel sources.

Captain Whittaker, of Wilson's staff, with an escort of 40 men, left the head of the returning column at Reims Station, on the Weldon road, fifteen miles below Petersburg, early this morning, and reached Meade's headquarters at 11 A. M.

He slashed his way through a column of Rebel infantry, which was moving down to intercept our cavalry, losing in the dash 25 of his 40; but he got through.

Wilson's command consists of his own and Kautz's Divisions. Not halting on the way out to more than temporarily break the Weldon road, which he did at Reims Station, he moved rapidly to Burkesville, the intersection of the Danville and Richmond and the Petersburg and Lynchburg roads, 30 miles from Richmond. Then to the work of destruction with all the might of thousands of active men.

Up to this time he met but little opposition. With headquarters at Burkesville, he despatched commands to each of the four directions where lay a railroad. In this way, on the Danville road he burned bridges forty miles apart, and thoroughly destroyed, to the burning of every tie and the twisting of every rail, some twenty miles between.

On the Petersburg and Lynchburg road he utterly destroyed thirty miles, and fired bridges outside of that distance.

Having effected the object of his raid, he now looked out for his lines of retreat, already threatened by gathering Rebels.

He turned to come back. He met skirmishing right, left, front, rear, but nothing not easily ridden through until last night at Stony creek, on the Weldon road, eighteen miles below here. There the enemy had concentrated in his front, and themselves attacked late in the afternoon, and a severe engagement ensued, lasting into the night.

He met the same force that had been dealing with Sheridan north of Richmond. The result does not seem to have been decisive, although the losses sustained and inflicted were large. During last night he turned the enemy's flank, coming in between him and Petersburg, preferring that to the other flank and a longer march.

So far as the force he had been fighting is concerned the move seems to have been successful. He eluded it, and would have reached our lines by noon, but for the Rebel infantry column which Captain Whittaker discovered and rode through.

What new plan he adopted on meeting this new element in the problem of his return—whether he decided to halt and withstand an attack or march back on the path he had come—is not known.

Whittaker had scarcely reported when General Meade ordered the 6th Corps, the nearest, to march to Wilson's support, as an offset to the Rebel infantry, and such of Sheridan's cavalry as had come up from Windmill Point, where it crossed the James, was also ordered to hasten in the same direction.

The 6th Corps marched early in the afternoon, divested of all impediments, stripped for marching and fighting. Such is the situation as far as heard from, but the collision has doubtless already been precipitated.

We shall hear from it to-morrow. General Wilson was intrusted with an exceedingly important mission. He has accomplished it, and he can afford large loss on his return, and still the raid will be a glorious thing.

When the Danville road was completed two months ago, the Richmond papers pronounced it worth more than a victory. By a parity of reasoning, the loss of it is worse than a defeat.

General Hancock, on resuming command of his corps to-day, issued a long special order, reviewing the achievements of the 2d, referring to the disaster of last week in terms of rebuke, which might be construed as a reflection upon the way the men were handled, rather than upon the men, and finally stirring them with breathing thoughts and burning words to still grander deeds. By request, I refrain from sending it for publication.

The Petersburg *Register* of yesterday is lugubriously facetious over conchology, states that everybody in the city is learning the art of dodging. Staid and respectable citizens dodge into the houses of utter strangers, and penetrate even to the cellars, without even saying, by your leave.

The 18th Corps has adopted a badge, a double triangle inclosed in a quatre foil.

Generals Grant and Butler during the day have visited several corps headquarters, whether for counsel does not appear.

Baldy Smith has dropped a shell into Petersburg every fifteen minutes the last three days. A deserter reports that several struck the market-house yesterday, that the Rebel pontoon bridge was destroyed by them, and that numbers are killed every day.

Smith silenced two Rebel batteries across the Appomattox yesterday, but this morning they disclose two others in position, which he cannot reach.

Major Merriman, [illegible]ew York, had his arm shattered by a shell to-day. The casualties from sharpshooting are twenty-five a day in the 18th Corps, and as many in the 9th.

The other corps maintain informal truce. Lee has but 35,000 men in our front. The Rebels are now conscripting between the ages of 17 and 50; hitherto, only between 18 and 45.

If I were operating, I should write privately—*a la* Bull Run Russell—Act as though you had heard good news.—*Tribune*.

The Recent Army Losses.

The *Commercial*, complaining of the disposition to magnify losses in recent engagements, says:—

We have good authority for asserting that the sum total of killed, wounded, and prisoners, exclusive of the cavalry and Hunter's column, will not exceed fifty-two thousand.

Take the casualties below the James for instance. These have been variously estimated at from 10,000 to 16,000. A note from one of our prominent citizens at General Grant's headquarters, dated June 27, contains the following:—"Our losses have been magnified. The entire loss of killed, wounded, and prisoners, south of the James, will not exceed 7500. I went all over the ground on Saturday, and made accurate returns. There were here then 4460 wounded (many of them slightly), and 1469 sick men. I believe all, or nearly all, are in from the front. About 1050 wounded were sent off by the *Connecticut* on Saturday, leaving here this morning about 3400 wounded, all told."

Neither must it be understood that these fifty-two thousand men are entirely unavailable during this campaign. Owing to the fact that little artillery was used in the Wilderness, the wounds incurred by our men were, in a majority of cases, slight, so that very many of them have already recovered and reported for duty. During the past two weeks ten thousand have left the Washington hospitals for the front.

The Richmond *Enquirer*, of the 29th ult., gave a list of 11,130 Rebel wounded who had been sent to hospitals from Lee's army, and 3040 from Beauregard's command. This did not include those sent from the Rapidan to Gordonsville, Charlottesville, Staunton, and other points. These probably numbered as many more. What the Confederate losses have since been, we know not; but, according to their own accounts, five generals were placed *hors de combat* at Cold Harbor alone, while their total number of general officers killed, wounded and, taken prisoners up to the siege of Petersburg number twenty-eight. In addition to this, seventeen thousand prisoners have been captured and are now in our hands. From these figures we can approximate to the Rebel losses thus far during this memorable campaign.

PIRATE "ALABAMA."

THE DEFENSE OF CAPTAIN SEMMES.

Reasons Why the Rebel Pirates Burn Their Prizes, and the Remedy.

The fact that Captain Semmes had published a long defense of his piratical exploit in the London *Times* has already been stated. The document was accompanied by the following letter:—

To the Editor of the Times:—

SIR:—Do me the favor to publish in the *Times* the inclosed communication, which I design as a reply to numerous assaults upon me by the English Press, not excepting an occasional "rumble" from yourselves, on the subject of my destroying prizes at sea without adjudication by a Prize Court.

The London *Evening Star* and kindred negrophilist associates have been particularly virulent and abusive. The term "pirate" is a favorite epithet with them, but as abuse is always evidence of the weakness of the cause in which it is employed, and as this little failing may be a sort of vocabulistic necessity with them, to enable them to pursue their polite calling, perhaps I ought not to quarrel with it.

If in the course of my remarks I have found it necessary to review some of the acts of your Government, I trust you will give me credit for doing this in a spirit of justice and fair play, and not with a disposition to be querulous or censorious. I have alleged no fact that will not be conceded; and if my reasoning upon the premises be sound, no harm can have been done to any one, since the truth is never unjust. If, on the contrary, the reasoning be unsound, you have the probe and scalpel at hand.

I am, respectfully, &c.,

R. SEMMES, Captain C. S. Navy.

Confederate States steamer *Alabama*, on the high seas, April, 1864.

The following extracts from Captain Semmes' communication show its drift and spirit:—

"I had the honor to command the first vessel-of-war (the steamer *Sumter*) commissioned by the Confederate States in the present war, and having successfully run the blockade of New Orleans and got to sea, it early became necessary for me to adopt some mode of disposing of my prizes.

"A blockade of the entire coasts of the Confederate States had already been declared, and the enemy was busy in collecting and arming ships to enforce it; and I presumed that in the course of a few months the blockade would be at least sufficient to keep out sail vessels, and of this class, with rare exceptions, it was probable my prizes would be. It was clear, therefore, that I should be effectually prevented from sending my prizes into the Confederate ports.

"Up to the time of my running the blockade (June 30, 1861), I had not seen her Britannic Majesty's orders in council, prohibiting the belligerents from bringing their prizes into British ports; and looking to the unequal operation of such orders, I had strong hopes that none such would be issued. I made my first prizes on the coast of Cuba, and with a view to test the disposition of Spain in this matter, I sent them, seven in number, into the port of Cienfuegos. Their arrival was telegraphed to the Captain General at Havana.

"The Captain-General was without instructions, the orders of neutrality of the Queen of Spain not yet having been received. The prizes were permitted to remain until these orders should arrive. The orders came, and the prizes were afterwards illegally handed over to the enemy, instead of being warned to depart. Spain, as well as France, had followed the lead of Great Britain, and in due time all the smaller commercial nations did the same. To show the objects I had in view in sending in these prizes, I quote below an extract from my letter to the Governor of Cienfuegos:—

"'The cargoes of several of these vessels are claimed, as appears by certificates found among the papers, as Spanish property. This fact cannot, of course, be verified, except by a judicial proceeding in the prize courts of the Confederate States. But while this fact is being determined, what is to be done with the property? I have the right to destroy the vessels and not the cargoes, in case the latter should prove to be, as claimed, Spanish property; but how can I destroy the former and not the latter?

"'I cannot before sentence unlade the cargoes and deliver them to the claimants, for I do not know that the claims will be sustained, and I cannot destroy the cargoes, for I do not know that the claims will not be sustained. Indeed, one of the motives which influenced me in seeking a Spanish port was the fact that these cargoes were claimed by Spanish subjects, whom I am desirous of putting to as little inconvenience as possible in the unlading and reception of their property after sentence, in case it should be restored to them.'

"It will thus be seen that I was not only anxious to condemn my prizes, but to put neutrals to as little inconvenience as possible. If my prizes had been received into neutral ports, and permitted to remain there until they could be adjudicated by our prize courts, sitting in our own territory, no possible inconvenience, that I can perceive, could have resulted to neutral nations, and the rights of everyone would have been secured—the right of the captor to the full benefit of his prize, and the right of the neutral claimant to adjudication.

"What inconvenience to Great Britain, for example, could possibly have grown out of the fact of a captured vessel lying quietly at her dock in the port of Liverpool, in charge of a ship-keeper and prize agent, until she could be adjudicated; and if she should be condemned, why could she not have been sold as quietly at public auction as if she had been seized and sold under an execution for debt? It was my intention to follow the precedent set in the *Cienfuegos* case—of sending all my prizes into the most convenient ports for the parties concerned; as, where there were English claimants, into English ports; French claimants into French ports, &c. This intention was frustrated, as has been seen, by the orders of the Queen's Government—I say the Queen's Government, because that Government gave the one which was followed by all the other nations. By these orders I was deprived at the same time of the right of asylum and sale of my prizes, and of the power of adjudication.

"What course was expected of me under these circumstances? Was it expected that I would abandon the right of capture altogether? or that I would be guilty of the child's play of capturing the enemy's ships with one hand and releasing them with the other? That, in short, I would retire from the high seas, and leave the enemy to pursue his commerce; his 'innocent and peaceable commerce,' as Mr. Adams plaintively and *naively* calls it, without molestation? If you did not suppose this—and I will not impute such folly to a people who not only know the value of commerce to a belligerent, but who have always annihilated the commerce of their enemies in their own wars—you must have known that I would destroy the enemy's ships in every case where it was possible. Why, then, do you complain of the course I pursued? Was it just to force that course upon me, and then exclaim against it in pious horror? Is this the kind of 'fair play' upon which Englishmen pride themselves?"

Captain Semmes then alludes to the relative positions of the belligerents at the commencement of hostilities. He says:—

"A large portion of the wealth of the Federal States consisted in their commerce; and if this could be destroyed, an important blow would be struck in the war. The 'Volunteer Corps' of the sea—as legitimate as the 'Volunteer Corps' of the land—was the most effective weapon with which to strike this blow; and accordingly, in the first days of the war, several privateers were commissioned, and others were being rapidly fitted out, when the Queen's orders appeared, and knocked the whole scheme on the head.

"As if by magic, the privateers which had already been commissioned disappeared from the seas, and all work was suspended on those in course of preparation, and the little *Sumter*, afterwards assisted by two or three other small vessels, was obliged to undertake the herculean task of destroying a commerce second only to that of Great Britain, and which covered every sea. The reason of the disappearance of these private armed ships is obvious.

"They are prepared at the cost of individuals, and depend wholly upon their captures for success. If these cannot be made available, the enterprise becomes abortive, and the capital invested in it is sunk, and they could not be made available by reason of the Queen's orders referred to, denying them the right of asylum in British waters, the British Foreign Secretary well knowing that they could not be made available in the Confederate ports because of the blockade, the blockade having been proclaimed on the 18th of April, 1861, and the orders in Council not having been issued until the 1st of the following June.

"So far as results were concerned, the British Government might as well have said to the Confederate States, in the words of the 'Declaration' of Paris, 'Privateering is and remains abolished,' although the said States were not bound by the said declaration, the United States, then the Federal mouthpiece, having declined to accede thereto before the war.

"There was no occasion for Mr. Seward to endeavor to 'sneak' into this 'declaration,' after the war, in the hope that by becoming a party to it Great Britain would illegally hold that the Confederate States, now acknowledged as belligerents, would be bound by the act of their enemy. The British Foreign Secretary knew his business better than this. With the most commendable sagacity, he took care of his logic and of his friend Mr. Seward at the same time, and accomplished the object of the Federal Government by his orders in council, without permitting its minister to humiliate himself.

"This was one result of the declaration of neutrality—*Anglice* partiality—put forth by Great Britain. But the mischief did not end here. The Confederate States being compelled to restrict their operations upon the high seas to their ships-of-war, those ships were also seriously embarrassed by this declaration. Their inability to adjudicate their prizes has already been referred to. As a consequence of this inability they could make no beneficial use of them.

"Not only so, they were compelled in many instances to release them on ransom bond for the benefit of neutrals—that is to say, to give neutral claimants of cargoes an opportunity after the war, when the bonds should be sued upon, to vindicate their claims in a court of justice, which opportunity their own Governments had denied to them during the war by rendering it impossible for them to go before a Confederate Prize Court.

"The release of these vessels operated strongly, too, in favor of the enemy. For it amounted to a loan to him of so much property, of which he had been rightfully deprived, with which to carry on the war; his bonds, in the meantime, being of no use to the captors, as it was impossible to collect them until after the war. This double mischief, therefore, ensued in these bond cases—the enemy continued to carry on his commerce, and commerce to a belligerent is strength; while the captor's means, *quoad* the war, were not increased by his captures.

"The reader will now see why as few of these ships as possible were released on bond, the release being confided to those cases in which an apparent *bona fide* neutral claim was presented on the face of properly prepared papers. Nevertheless, to show the good faith with which the captor must have acted towards neutrals in this matter, every ship destroyed by him was so much property destroyed against his own interest; for the ship being destroyed, no prize-money would be realized, whereas the bond would be valuable to him at the end of the war.

"And although it was to be presumed that every officer would, from a sense of duty, destroy as many of his prizes as possible, yet we see that at least he had no private interest to urge him to destroy them, when there was a question of neutral rights, his leaning being, in fact, the other way.

"This, then, is the working of those British orders in council which, on the face of them, appear to be entirely unexceptionable. Stripping off the diplomatic disguise of language (which is so thin and transparent that the wonder is that it should have been resorted to at all with the hope of concealment) more unjust, oppressive, and unnatural orders could not have been devised.

"If the practical effect of these orders is such as I have stated, what excuse can be offered for adopting them? Can it be said that no other course was open to the British Government under the laws of nations? If so, that would be a sufficient excuse; for where a Government has no alternative it would certainly be unjust to hold it responsible for all the consequential damages of its acts.

"It might be said with truth, in reply to our complaints, 'We were obliged, under the laws of nations regulating and controlling our neutrality, to exclude your prizes from our ports; and if, by reason of your inferior naval force and the consequent blockade of your ports, the rule operates more harshly upon you than upon the enemy, that is your misfortune, not our fault.' But the fact is, there is no such excuse to offer."

The writer then gives a number of precedents to show that it was equally open to Great Britain to admit as well as to exclude the Confederate prizes; and also contends that, had the entry of the prizes been permitted, the captors would have been able to condemn them, so as to give an indefeasible title to the purchaser. In conclusion, he urges that there is no difficulty in the way of revoking the orders in council, and "returning to a sense of justice."

The "Times" Don't Think Much of the "Bold Sailleur Boy's" Argument.

From the Times, June 16.

The sum and substance of his argument is that he burned the ships because he had no other means of annoying the Federals, and this is the best account that he could give of the matter. The basis, then, of Captain Semmes' reasoning being radically unsound, the superstructure can hardly be stronger. It is in vain that he accumulates authorities to show that if we had not expressly excluded the prizes of both belligerents, the presumption would have been in favor of their admission.

Very likely it might, though it is a point upon which the text writers speak with hesitation; but what is beyond all question, is that we had a perfect right so to exclude them, and that we exercise it. Of course, it would have been very convenient to the Confederate States to have prize courts of their own, sitting at Charleston or Savannah upon prizes constructively in their custody; but in fact lying in the Mersey or the Thames.

No doubt, it was extremely vexatious to see the prime inducement to privateering cut away by the order in council, for no private adventurer could afford to adopt the tactics of the *Alabama* and her consorts. "As if by magic, the privateers which had already been commissioned disappeared from the seas," and "so far as results were concerned," the Declaration of Paris was put in force against the Confederates.

The inference drawn by Captain Semmes is, that being free to choose one of two alternatives, we should have chosen that which would have been least hard upon him. This reminds us of the "sympathy" which the Northerners used to demand that we should infuse into our neutrality. Had we yielded to such appeals on either side, we should by this time be playing the part of the Homeric Zeus, now giving the Trojans a lift, now inclining the scales in favor of the Greeks.

Again we must protest against so absurd a view of our true position as neutrals. It would have been more to the purpose if, instead of imputing unworthy motives to this country, he had taken the opportunity of explaining the circumstances under which the *Alabama* and other Confederate cruisers have been equipped in fraud of that neutrality which he invokes. Justice is one thing, but parties who claim something more than justice, because they are "struggling against odds," must at least come into court with clean hands.

Decisive Battles.

There has been very much said about the *indecisiveness* of all the numerous battles of this war. But, in fact, there have been very many decisive battles. We may look at the decisiveness of field actions in three aspects;—First, battles which are decisive simply of the *field*—of which we have a favorable example in Murfreesboro, and an adverse example in Fredericksburg. Secondly, battles which are decisive of the war in large States, or over great surfaces of the country—of which Fort Donelson, which ended the war in Kentucky—Pea Ridge, which ended it in Missouri—and Vicksburg, which ended it on the Mississippi, are examples. Thirdly, battles which are absolutely decisive of the whole fortunes of the war and of the fate of the parties or countries involved—of which latter class, in its largest aspect, we have perhaps not yet had an example. Professor Creasy, of England, wrote a book entitled "The Fifteen Decisive Battles of the World," and by decisive battles he meant such battles as affected the whole course of history, as regards the great combatants, and which, had they issued oppositely to what they did, would have resulted in a condition of affairs permanently different from that which we now see or have seen. Fixing upon such battles by tracing up to them throughout the subsequent and intricate course of historical events, as Creasy does, we say we really cannot yet settle definitely whether or no such a battle has been fought. We cannot yet see events through the long perspective as our posterity a hundred years hence will be enabled to do, nor can we take in the full scope and bearing of actions that have already transpired or are now transpiring.

But may we not suggest that Gettysburg was perhaps a decisive battle, even in the largest sense? Had the result of that great day been defeat instead of victory to our arms, the national capital would have fallen—and beyond this, what shall we conjecture, either as regards event or consequence? It may appear, when the history of this whole war can be fully surveyed, that that battle not only saved the North, but really broke the South—that it was the critical event of the war, the turning point in all its fortunes. And this by no means belittles the mighty work we now have in hand, or the mighty work we yet have to do.—*Army and Navy Journal.*

Breadstuffs Down.

NEW YORK, July 2.—Flour has declined 50@75c. Wheat 15c. lower. Corn dull. Provisions dull. Whisky nominal. Gold 235.

OBITUARY.

Colonel "Billy" Wilson.

Colonel William Wilson, of the Wilson Zouaves, was killed by a fall from his horse on Thursday afternoon, while riding through his farm in Westchester county. Deceased was an active politician, and served as Alderman of the First Ward for several years. At the breaking out of the Rebellion he raised a regiment of volunteers, and served his country for two years in the Department of the Gulf. During the stay of the regiment on Santa Rosa Island, the Rebels surprised Wilson's camp, and it was only by dint of some terrible fighting that the Zouaves escaped being captured. The regiment subsequently served in Louisiana, and after an absence of two years, returned to the city with the loss of about four hundred men.—*N. Y. Times.*

John Clancy.

The death of John Clancy, the noted journalist and politician of this city, occurred yesterday morning at four o'clock, at his residence, No. 91 E. Nineteenth street, of inflammation of the brain. He returned last week from Lake Mahopac, suffering from the effects of a sun-stroke, which utterly prostrated him, and was the ultimate cause of his death.

Mr. Clancy was born in the Sixth Ward on the 4th of March, 1829, of Irish parentage. What education he received while young was obtained through his own energy and perseverance. At the age of twenty-one, or thereabout, he removed to Savannah, Georgia, and became engaged in mercantile business, occasionally corresponding with the New York papers.

He returned from the South after a few months' residence, and commenced studying law under Peter B. Sweeney. This occupation not suiting his taste, he relinquished it; and when the New York *Leader* was commenced, attached himself to that paper as a writer, the first editorial in the first issue, May 27, being from his pen. About six years ago he became the sole proprietor.

In 1854 and 1855 he held a seat in the Board of Councilmen from the Eleventh District. He was elected from the Sixth Ward to the Board of Aldermen, over which he presided, for 1856 and 1857, and again in 1858. He occupied the position of County Clerk in 1859 and the two following years, with honor and credit. His first entrance into the political arena was under the *regime* of Tammany Hall, and he has been a prominent and active member of that organization ever since.

When the Peace party of the Tammany Society was exerting its utmost effort to carry Tammany over to their side, the most strenuous and active opponent they had was Mr. Clancy, who, after repeated endeavors, brought the Society over to the War Democracy. Mr. Clancy was beloved by a large circle of friends, and his courteous manners obtained the respect of his enemies. He leaves three relatives—a brother and two sisters, the probable heirs to his property, estimated at $50,000.—*N. Y. Tribune.*

William Smith O'Brien, the Irish Patriot Leader.

From the London Post, June 18.

Mr. William Smith O'Brien died on Thursday, at Bangor. His name was first ridiculous, as a prisoner of the coal-hole of the House of Commons; next notorious as the leader of the Irish Rebels of 1848; again ridiculous, when he fought and was captured in Widow Welsh's cabbage garden; and, finally, simply obscure.

Mr. William Smith O'Brien was born in 1803. He was the second son of Sir Edward O'Brien, fourth baronet of Dromoland, in the county of Clare, by the oldest daughter and co-heiress of Mr. William Smith, of Cahirmoyle, Limerick. His elder brother (better known as Sir Lucius O'Brien, long the conservative M. P. for Clare) succeeded his father as fifth baronet in 1837, and became thirteenth Baron Inchiquin in 1855.

Mr. O'Brien, after an education at Harrow and Trinity College, Cambridge, entered Parliament in 1826, as the tory M. P. for Ennis, and opposed Mr. O'Connell at the famous Clare election. He was member for Limerick from 1835 to 1849, and this was the important part of his senatorial career—the position of a Protestant Irish county member being his Archimedean stand-point, whence he could, as he thought, move the Irish world to O'Connellism.

It would not be of any use, and it would be certainly of little interest, to mention the honorable gentleman's speeches, and the little skirmishes which were perpetually taking place in consequence, preliminary to that in the cabbage-garden. But the month of April, 1846, produced a terrible outburst of Celtic indignation on the part of the member from Limerick county, which ended in a coal-hole.

The general election released Mr. O'Brien, but his confinement had not brought him wisdom. The revolution of February in Paris, and the general upheaving of the continent of Europe, seemed to produce a land of echo in Ireland. O'Connell had been dead a year, or fine fun he would have made of Mr. Smith O'Brien's ridiculous deputation to Paris with Meagher of the sword, O'Gorman and others, who are immortalized by Mr. Thackeray.

M. Lamartine was good enough to let the treason-mongers down easily; but he flatly told them that the republic "would not commit an act, would not utter a word, would not breathe an insinuation" against the "inviolability of nations," which grand phrase merely means doing England the kindness to let her mind her own business. The British Government did not seem to appreciate; Mr. O'Brien's love for French fashions, and tried him for sedition.

He was defended by Mr. Isaac Butt in the Hall of Four Courts, and the jury did not agree, and the matter came to an end, though similar luck did not befall John Mitchell. Nothing daunted, Mr. Smith O'Brien, having been negatively successful at sedition, resolved to make a direct attempt at high treason. Towards the end of July, he attempted to get up an Irish rebellion on a small scale; troops were sent off to Ireland, and Lord Clarendon issued proclamations.

He gathered a lot of people together by Slievenamon Mountains, and it was rumored of him that "if an attempt was made to take him there would be fighting." The fighting may have taken place, but the proceedings of "the Giant O'Brien," as he was called, were more like skulking. He was arrested at Thurles on the 5th of August, and so the silly insurrection came to an end. Mr. O'Brien was tried for high treason and condemned to death.

Her Majesty was advised to commute the death penalty; but Mr. O'Brien—the ruling passion strong even to death—refused the proffered boon, which, however, the bigotry and intolerance of the odious English Government compelled him to accept. He was sent to Bermuda, and refused to join Mitchell in forfeiting his word and escaping. He was ultimately pardoned (1856), and has been only lately favorably known by a most sensible and judicious letter against enlistment in Ireland for the Federal American party.

The Public Debt.

The following is a correct statement of the public debt, as appears from the books, Treasurer's returns and requisitions in the Treasurer's Department, on the 28th of June, 1864:—

Debt interest payable in coin	$830,471,788 45
Debt interest payable in currency	394,330,685 20
Debt on which interest has ceased	370,170 00
Debt bearing no interest	486,806,065 79
Total	$1,740,036,689 53

The annual interest on the outstanding debt on June 28, payable in gold, was $52,024,943·54; interest payable in currency, $21,682,315·68, making the total annual interest on the whole debt at that time, $73,700,159·22; the amount of fractional currency outstanding was $22,210,433·10, and the unpaid requisitions amounted to $502,620. The amount in the Treasury was $11,766,986·40.

The gold expected to be derived from the proposed foreign loan will be used in the liquidation of the three-year 7 3-10 notes authorized by Congress July, 1861, which become payable August 19 and October 1, 1864. The amount of these notes outstanding is $109,975,750.

After that time no gold will be required to redeem the principal of any loans or bonds until January, 1865, when the Treasury Indemnity bonds, amounting to a little over $2,150,000 are redeemable; also, the 6 per cent. bonds of January, 1849, amounting to over $9,000,000, which fall due after December, 1867, and the 6 per cent. bonds of 1848, amounting to near $9,000,000, which are payable after July 1, 1868. No principal becomes due after that date until 1871.

AMUSEMENTS.

BENEFIT.—We call the attention of the theatre-going public to the announcement of the benefit of Miss Lotta, the California star actress, which takes place this evening at Mrs. John Drew's Arch Street Theatre. The performance will be of a medley character, instructive as well as amusing. Mrs. Bush and Mr. Barton Hill appear in the tragedy of *Fazio*, while Miss Lotta will appeal to the risibilities of the audience by the personification of "Nan" in the *Good for Nothing*, and her famous Topsy Dance and comic songs.

Arrival of the "Hecla."

NEW YORK, July 2.—The steamship *Hecla* arrived this morning. Her advices have been anticipated.

TO-DAY'S WASHINGTON NEWS.

Special Despatches to Evening Telegraph.

WASHINGTON, July 2.

The Military Bill.

The Conference Committee on the Military bill have agreed and soon will report. Commutation is abolished, and recruiting in certain named Rebel States is permitted. Forty days' notice must be given before a draft takes place.

The New Secretary.

Mr. Fessenden has not yet decided to accept the Treasuryship, but it is considered certain he will do so. Should Mr. Fessenden accept of the Treasury appointment, it is not thought that he will propose any additional taxation at present, as he was averse to it when it was proposed by Mr. Chase.

Adjournment of Congress.

Congress will endeavor to adjourn to-day.

EX-SECRETARY CHASE.

IMPORTANT LETTER.

WASHINGTON, July 2.—The communication of ex-Secretary Chase, which he sent to the Committee of Ways and Means on the 29th ult., says:—

The aggregate revenue from all sources for the year closing with the 30th reached $242,000,000. The expenses, including two months' pay of the army, due July 1, $880,000,000.

The amount in excess of revenue, $640,000,000. Taking the highest amount estimated, and assuming that the miscellaneous receipts will reach $30,000,000, the whole amount of revenue for the next year cannot be set down at more than $318,000,000.

The expenditures of the year are likely to reach $850,000,000, and $480,000,000 is to be raised by loans. The loan bill provides for only $400,000,000, and that is the largest sum in his judgment that can be reasonably attempted.

There remains, then, $82,000,000 to be provided, for all considerations of public interest seemed to him to require imperatively that it be raised by the increase of revenue. He proposed to raise the deficiency, so that the changes proposed by him would produce the difference.

Difference between the rate of incomes by the old and new bill, added to the tax of the current year	$15,000,000
Tax on leaf tobacco	10,000,000
Income tax on smoking and chewing	6,000,000
Increase of tax on malt liquors	4,000,000
Tax on dealers sales	5,000,000
Tax on spirits on hand	20,000,000
Increase of tax on spirits	5,000,000
Add the amount not increased but brought from the next into the present current year	20,000,000
Making an aggregate of actual or virtul increase	$85,000,000

FROM BALTIMORE.

Consternation Among the Gold Speculators—Reported Release of Colonel Fisk—Death of an Old Defender—Testimony of Colored Persons, Etc., Etc.

Special Despatch to The Evening Telegraph.

BALTIMORE, July 2.—Gold speculators here are greatly taken aback by the unexpected tumble in gold. Many will lose largely.

Senator Fessenden's appointment to the Treasury Department imparts great confidence to all parties here.

The reported release of Colonel Fisk from the Penitentiary is untrue. One of Colonel Wooley's officers saw him in prison two days ago. A disreputable woman here represented herself to President Lincoln as his sister, and was near securing his pardon.

Edward Jay, an old defender of Baltimore, died in the eighty-eighth year of his age yesterday.

The Military Commission, which is now receiving negro testimony against white persons, is causing some excitement, and much greater caution on the part of disloyalists how they act before their servants and colored people.

Passengers from Cumberland this morning represent all quiet along the Baltimore and Ohio Railroad. No guerillas are visible, and the road is strongly guarded.

UNITED STATES CONGRESS.

WASHINGTON, July 2.

HOUSE.—The Speaker laid before the House a communication from the Union Democratic Association, asking that, in the event of inclement weather on the 4th of July, the use of the Hall be granted to them in which to celebrate the day.

Mr. Stevens said it would be proposed to-day to adjourn till Monday at noon, and hence the Hall could not be granted for such a purpose.

Mr. Davis (Md.) objected to the Hall being used for any other than legislative purposes.

Mr. Cox (Ohio) said the Hall had been granted for other and worse purposes by the gentleman's vote.

Mr. Davis said the gentleman was mistaken.

Mr. Cox congratulated the gentleman for not agreeing with the Republican side of the House.

On motion of Mr. Stevens the request was tabled.

Mr. Fenton (N. Y.), reported the Senate bill providing for the collection and sale of captured and abandoned property in insurrectionary districts, and for preventing and punishing frauds. Passed.

Mr. Cox (Ohio) offered a resolution which was objected to instructing the Committee on Public Expenditures to report at the next session a bill raising the salaries of female clerks in the public departments to $900 per year.

Mr. Stevens (Pa.) reported a bill which was passed, appropriating $1500 to enable the Secretary of the Treasury to carry into effect the act to prevent smuggling.

Our New Financier.

William Pitt Fessenden, born in Boscawen, N. H., in 1806, settled as a lawyer in Portland in 1829, was elected thence to the Legislature of Maine in 1831, and has ever since ranked among the foremost men of that State. He served repeatedly at intervals in the more popular House, always with marked distinction; and in 1840 was elected to Congress and served through his term, declining a re-election.

He was persuaded to run again for Congress in 1850, and received a majority of the votes, but the seat was awarded to his Democratic competitor by the canvassers, and he declined to contest it. He was chosen United States Senator in 1854, by a union of Whigs and Free Soil Democrats, and has ever since filled a seat in that body. He has for some years been the Chairman of its Finance Committee, which is its first position in rank and importance. His discharge of the duties of that post has rendered him thoroughly familiar with every question relating to the national finances; and there is probably no other man in America who could step at once into Governor Chase's shoes and succeed him in his arduous and trying labors with so little hesitation or misgiving. Mr. Fessenden is one of the ablest lawyers in America, and has no superior as a ready, forcible debater. We expect to hear soon, through the Copperhead organs, that he is a thief and swindler; but, up to this hour, no man has ever questioned his integrity.—*N. Y. Tribune.*

LEGAL INTELLIGENCE.

QUARTER SESSIONS—Judge Allison.—This morning Charles Bambaugh, who is charged with the killing of John Graves, by shooting him with a pistol, had a hearing on *habeas corpus*. The application was that he be admitted to bail on the ground that in no event could he be convicted of murder. After hearing testimony and reading some of the evidence taken before the Coroner, the Court granted the application, and fixed the bail at $4000, which being entered Bambaugh was discharged.

Desertion cases were then called up at the request of Mr. Finletter, Solicitor for the Guardians of the Poor, and a number were disposed of.

LATEST MARINE INTELLIGENCE.

CLEARED THIS MORNING.

Ship Mohongo, Cassidy, Quebec, R. Taylor & Co.
Barque Iddo Kimball, Clark, New Orleans, H. Simons.
Barque Greenland, Everett, Pensacola, Workman & Co.
Schr Trident, Robinson, Boston, Day & Huddell.
Schr L. Dupont, Corson, Charlestown, J. R. Tomlinson.
Schr S. C. Wilcitts, Young, Corson, Hammatt, Van Dusen & Lochman.
Schr J. Cadwalader, Williams, Salem, L. Audenried & Co.
Schr S. A. Taylor, Eakes, Hingham, C. A. Heckscher & Co.
Schr J. Lancaster, Williams, Boston, do.
Schr Paragon, Hatch, Beverly, Blakiston, Graeff & Co.
Schr Hannah Matilda, Price, Alexandria, Tyler & Co.
Schr A. D. Scull, Scull, Fortress Monroe, J. B. & G. S. Repplier.
Schr W. G. Bartlett, Connelly, [illegible], T. R. White.
Schr Minnesota, Smith, Boston, [illegible]

ARRIVED THIS MORNING.

Schr J. L. Leach, [illegible], from Boston, in ballast to captain.

CITY INTELLIGENCE.

STATE OF THERMOMETER TO-DAY.—Six A. M., 71½. Noon, 81½. One P. M., 86. Wind W.

HEAVY STORM IN HESTONVILLE — GREAT DAMAGES SUSTAINED.—Yesterday afternoon the heavy rain storm, followed by thunder and lightning, did considerable damage to property in Hestonville.

The Columbia Hotel, kept by William Moore, was injured to a great extent. This hotel was struck by lightning, which tore the partitions apart and set fire to the building. The flames, however, were extinguished before any headway had been gained.

The store of Mr. Bowman, close by, was also slightly damaged by being struck by lightning. The fire ran down the side of the house, and tore off the window-sill.

The residents of the place say they have not witnessed such a storm for many years. Hail of enormous size fell in great force, breaking a number of panes of glass in the neighborhood, and doing other mischief.

Trees and fences were blown down in every direction. A man who was driving a horse and wagon along the Lancaster pike narrowly escaped death by the falling of a tree directly in his front. As it was, his horse took fright and ran away, dragging the driver after him. Fortunately he got off with but slight injuries. [illegible] age was also done in Cathedral [illegible] and bushes were torn up [illegible] During the [illegible] ding to the [illegible] in [illegible] the carri[illegible] Some five carria[illegible] tance above the Colum[illegible] trees fell across the pike.

The storm was very severe throughout all portions of the Twenty-fourth Ward, and lasted for some hours.

In this city, although the rain fell in great abundance, there was but little wind prevailing at the time, and the damage done, if any, was but slight.

DEATH OF AN OLD CITIZEN.—Mr. Benjamin Sage, of West Philadelphia, was run over this morning by the express train of the Pennsylvania Railroad coming east, at six o'clock. The deceased was coming to the city to purchase marketing, and on the bridge attempted to get on the cars, but lost his balance and swung against the abutment, which threw him under the wheels. Death was instantaneous. Mr. Sage was a well-known saddler of West Philadelphia, and was over sixty years old. He was an estimable citizen, and took an active part in the politics of the Ward. By a life of rigid probity he won the respect and confidence of the entire community. He leaves a large family and considerable possessions. He occupied a prominent position in the Methodist Church, to which he had been attached for years, and in which he had filled places of the highest trust.

THE GREAT CENTRAL FAIR.—The auction sales at the Fair this morning were confined to the Restaurant Department, where a large number of bottles, chairs, castors, and crockery ware were disposed of at a very moderate figure. This afternoon the sale of the miscellaneous articles will close out the auction.

All the bids for the lumber, offered yesterday afternoon, were rejected. The Committee still awaits the bid of the Pennsylvania Railroad Company for the lumber of Union avenue. The work of demolition will be commenced on Monday morning, and the lumber not sold by that time will be disposed of in lots to suit purchasers.

MAINTAINING A NUISANCE.—Conrad Dangleman, who keeps a stand at Sixth and Arch streets, was before Alderman Beitler this morning charged with maintaining a nuisance and selling dangerous fire-works. He was committed to answer. This is a warning to those who sell *chasers* and all other fire-works of a dangerous character.

RECEIVING STOLEN GOODS.—This morning a man named James Barnes, proprietor of a second-hand store, No. 345 Girard avenue, was committed to prison by Alderman Beitler, charged with receiving stolen goods. It appears that a woman relieved a party of some silk dresses, which she sold to the prisoner.

EXPECTED ARRIVAL.—One hundred and sixty-six men, the remnant of two regiments, the 40th and 42d New York, will arrive in this city this afternoon, from Baltimore. They will be entertained at the Union Refreshment Saloon.

MORE HONORS.—A number of the citizens of Norristown have prepared for General W. S. Hancock a service of silver plate of great value, which will shortly be presented to that renowned warrior.

BOUNTIES.—This evening at eight o'clock, a meeting of the delegates of the Ward Bounty Fund Committee will be held in the District Court Room No. 2, corner of Sixth and Chesnut streets.

FINANCE AND COMMERCE.

PHILADELPHIA STOCK EXCHANGE SALES, JULY 2.
Reported by Clarkson & Co., Brokers, No. 121 S. Third St.

BEFORE BOARDS.

$5000 C. & A mg 6s	114	50 sh Read. R. R.	c 68¾
$4000 U. S. 5-20s	c.103½	100 sh do.	c 69½
100 sh Dalzell Oil	5½	100 sh do.	b15 69¾
500 sh do.	2¾	100 sh do.	68¾
200 sh Petr Centre	2½	200 sh do.	c 69½
100 sh Keystone Zc b5	2¾	200 sh do.	b15 70

PHILADELPHIA TRADE REPORT.

SATURDAY, July 2.—The unstability of the rates of gold has effectually checked all transactions in the various avenues of trade. That a decided change may take place before the resumption of business, after the Fourth of July, is to be earnestly hoped by all.

There is but little Quercitron Bark here, and it is held with firmness at $47 ⅌ ton, for No. 1.

The high price demanded for Provisions prevents transactions except to a very limited degree.

In Flour the sales for shipment were but a few hundred barrels at $8 50@8·75 for superfine; $9@9·75 for extra; $10@12 for extra family and fancy brands. Retailers and bakers buy only as their wants demand within the range of these figures. Small sales of Rye Flour at $8. Nothing doing in Corn Meal.

There is a less active demand for Wheat, and prices are unsteady. The sales reach 3000 to 4000 bush. good and prime Pennsylvania red, at $2·35@2·40; white ranges from $2·40@2·45 ⅌ bush. Rye—There is but little here, and it commands $1·65 ⅌ bush. There is but little doing in Corn, with sales of 2500 bush. yellow, afloat, at $1·60; and 800 bush. white at $1·58. There is a good demand for Oats, and sales of 4000 bush. Pennsylvania and Delaware at 88@90c. Nothing doing in Barley or Malt.

Whisky is not so active, and prices are lower. Small sales of bbls at $1·85, and Drudge $1·83.

The excitement in Petroleum this week, says the *Commercial List and Price Current*, owing to the advance in gold and sterling exchange, as well as the necessities of many of the "shorts" in making good their contracts, has been unprecedented, and prices have again advanced 5@10c. ⅌ gallon. At the close, however, owing to a reaction in gold, many orders were withdrawn, and there was less firmness in prices.

The week's sales comprise 700 bbls. Crude, which is very scarce, at 48c. up to 52c.; 6000 bbls. Refined, in bond, part to arrive, at 71c. to 80c.; small lots at [illegible]c.; and 1008 bbls. free from 80c. up to 95c., including 500 bbls. on terms kept secret, and 1000 bbls., for all July delivery, at 90c. Benzine has advanced 50@55c., and Residuum to $8@8·25. The barque *Christian* cleared on the 25th ult., for Liverpool, with 80,920 gallons Crude, and the barque *Nordsear*, on the 18th ult., for Antwerp, with 95,630 gallons Refined. The only shipments during the week to other ports were 260 gallons Refined to West Indies; making a total export since our last of 176,913 gallons.

The following vessels are now loading for foreign ports:

Ship Catherine, for Cork and orders	bbls. 3500	Refined.
Barque Nicola, for Cork and orders	1800	"
Barque Good Return, for Cork and orders	[illegible]	"
Brig Daisy, for Cork and orders	[illegible]	"
Brig Aurora, for Cork	[illegible]	Crude.
Brig Darian, for Cork and orders	3000	Refined.
Brig Caroline, for Liverpool	1400	"
Brig Samson, for Liverpool	[illegible] to 2200	"
Barque Sol Wilde, for Marseilles	2000	"
Brig Albion, for Marseilles	bbls. 1500	Refined
Brig Milo, for Liverpool	[illegible]	Crude.
Brig Memento, for Antwerp	[illegible]	Refined.
Brig Adriana Agr[illegible], for Antwerp	1500	"
Brig Landora, for Amsterdam	1500	"
Brig San Petru, for Marseilles	1800	"
Barque Maggie, for Marseilles	1800	"
Brig Continental, for Marseilles	[illegible]	"
Brig [illegible], for Marseilles	1400	"

	GALLONS.
Exported from Philadelphia since Jan. 1, 1864	3,151,330
Do do do same time last year	3,928,178
Decrease in 1864	776,848
Exported from United States since Jan. 1, 1864	[illegible]
Do do do same time last year	[illegible]
Decrease in 1864	[illegible]

Official Drawings of the Shelby College Lottery of Kentucky.

CLASS 314—July 1, 1864.

38, 48, 53, 39, 57, 7, 44, 66, 11, 12, 46, 12, 45.

EXTRA CLASS 315—July 1, 1864.

60, 76, 19, 7, 45, 70, 59, 39, 62, 22, 15, [illegible]

Circulars sent by addressing [illegible] Covington, Ky.

Evening Telegraph

A DAILY AFTERNOON NEWSPAPER.

OFFICE No. 108 S. THIRD STREET.

Price Two Cents Per Copy, or Twelve Cents Per Week, payable to the Carrier, and mailed to Subscribers out of the City at Six Dollars Per Annum; One Dollar for Two Months, invariably in advance for the period ordered.

Advertisements inserted at the usual rates. A liberal arrangement made for extended insertions.

To Correspondents.

No notice can be taken of Anonymous Communications. Whatever is intended for insertion must be authenticated by the name and address of the writer—not necessarily for publication, but as a guarantee for his good faith. We cannot undertake to return rejected Communications.

To Advertisers.

Owing to the great increase in the Circulation of The Evening Telegraph, compelling us to go to press at an early hour, we urgently request that advertisements may be handed in as soon as ten o'clock, if possible, to secure them an insertion in all of our editions.

SATURDAY, JULY 2, 1864.

Amusements This Evening.

Mrs. Drew's Arch Street Theatre, Arch street, above Sixth.—*Farie*, and *Good for Nothing*. Doors open at 7¾. Curtain rises at quarter to 8 o'clock.

New Chesnut Street Theatre, Chesnut street, above Twelfth.—*The Seven Sisters.* Doors open at 7. To commence at 8 o'clock.

Eleventh Street Opera House.—Carncross & Dixey's Minstrels. Open at 7 o'clock.

RETIREMENT OF SECRETARY CHASE.

While the question of Mr. Chase's resignation was in doubt we refrained from any comment on it. But now that the fact is certainly ascertained, we deem it eminently due to an honest man and faithful officer of the Government to accord, in warm, but no fulsome language, the meed of praise to which he is clearly and richly entitled.

When the news that Mr. Chase had resigned his portfolio reached the public, a sincere, indeed a painful, sense of regret flashed instantly through the heart of the whole people like an electric shock. Then, more than ever before, the greatness of Mr. Chase's financial abilities, the purity of his private and official character, and the inestimable services he has rendered the country since he took charge of the Treasury Department, suddenly rose to their fair measure of appreciation; and even many of those who are politically opposed to him cannot repress a consciousness of the serious bereavement the nation has suffered in losing, at this particular crisis, the benefit of his rare talents and experience.

With the motives which influenced him in retiring from his arduous post the world has little concern, beyond the simple fact that he was not actuated in the step by any apprehension of immediate or remote disaster to the national finances, or the slightest abatement of confidence in their present soundness and future prosperity. And we are glad to be able to say that the late Secretary of the Treasury, in resigning his office, leaves the fiscal affairs of the Government free from embarrassment, save that which is naturally and uniformly incident to the necessity of raising, in time of war, vast sums of money to meet proportionate expenditures. By his judicious measures he has placed the Federal Treasury in the receipt of an enormous revenue, equal almost to the current demands upon it, large as they are; and he has managed to meet punctually at maturity every obligation of the Government to its creditors, while providing all the money which has sustained, without intermission, for three years and more, the formidable operations of our gigantic army and navy. There is not an instance in all financial history which equals the success of Mr. Chase in his management of the national finances during the long and difficult period that he has had charge of them. From a sadly depressed condition he raised the public credit to so high a point that he was enabled to borrow from our own people, at a low rate of interest, the bulk of the funds which have defrayed the expenses of the most formidable and costly civil conflict for the time it has lasted that the world ever saw. Nor could success of this kind, under like circumstances, have been commanded, save by the implicit and abiding faith which the people everywhere had in the exalted statesmanship and sterling integrity of Mr. Lincoln's minister of finance. Vast as was the power he wielded by virtue of his position, the Secretary of the Treasury used it only for the good of the country; and one of the proudest facts in his history will be, that in the discharge of his high and responsible trust he allowed no aspiration of personal ambition to interfere with his official zeal and probity.

Leaving the Treasury after arduous and protracted labors so honorably performed, Mr. Chase can go into retirement with the great reward of an approving conscience, which is even dearer to a high-toned and Christian gentleman than any other guerdon he could possess. Like all men in high civil station, he has been the target for much ungenerous criticism and abuse; but while time will no doubt vindicate in the main the wisdom of his financial policy, the most patient and searching investigation will ultimately prove that while his ability was fully equal to the high demands of his office, his virtue was equally above its temptations.

GENERAL DOBLADO COMING TO THE UNITED STATES.

The French seem to have it all their own way in Mexico just now, though there is a considerable Mexican party in the country, who have not yielded to the new order of things, and do not appear disposed to do so, if they can help it. They can do nothing, however, effectually to recover the Government from the foreign usurpers of it, as their military strength and resources are, alone, unequal to the task. Their hope lies, therefore, in aid from abroad; and it is to the United States that they look for that much-coveted succor. A correspondent writing to the New Orleans *Era*, under date of June 8, ultimo, says that Generals Doblado and De Borden are on their way to this country, and that "great things are expected from them." We [illegible]ppose this means that those two mili[illegible] officers and patriots are coming hither to abou[illegible]h the Washington Administration some arr[illegible]ndition of Mexico, and to seek represent[illegible] by which the cause they encourageme[illegible] afforded assistance and That the fugi[illegible] ceived by our Governm[illegible] be hospitably re- probable. But we do [illegible] people is very and direct assistance our na[illegible]hat positive can give them in resisting the [illegible]uthorities MILIAN without becoming seriously [illegible] MAXI- in the Mexican quarrel. That, for [illegible] present reasons, would be, to say the [illegible] inconvenient at this time; and it is hardly to be expected that our Government, which refrained from any hostile opposition to the scheme of France and Austria for establishing the monarchy recently inaugurated in Mexico while that scheme was in its inception and progress, will consent now to precipitate itself into the controversy. Having delayed thus long to embroil ourselves in a foreign war for the principle involved in the "Monroe doctrine," we can surely afford to wait a little longer before we turn our attention in that direction. We have enough on our hands at home to keep us pretty busy for some months to come; and until we successfully put down a domestic Rebellion of our own, there will be but little wisdom or use in trying to help Mexico in driving an invader from her shores. "One thing at a time" is a good motto, and it holds especially well in respect to war.

The time, however, will, we trust, yet come when, having composed our own difficulties, we may be able to take a hand in some foreign matters that concern us. In the meanwhile the patriotic party in Mexico should continue, in some secret way, to keep up and strengthen their organization and be ready to strike a blow whenever the outside aid they are wishing for can be supplied. This civil conflict of ours, when once fairly ended, will release from service here several hundred thousand of the bravest and best-seasoned soldiers in the world; and it might be impossible to prevent them from individually emigrating to some distant country in search of adventure and fortune. This is a contingency which the new Mexican Emperor may view with whatever feeling of concern it may suggest to his mind; and since the Washington Administration has not yet recognized his Government as being a Government either *de facto* or *de jure*, our people are not bound by any consideration or obligation of public law to respect it at all, and may regard the Mexican Republic as still in existence, and lend it what aid they please against any enemy or enemies seeking to overthrow its Constitution.

CITY INTELLIGENCE.

Fourth of July—How It will be Observed.—Although there will be no special public observance of the Fourth of July, yet the day will, no doubt, be celebrated in and out of the city, in a private way, with much *eclat*. There is to be a parade of the Jack tars belonging to the several Blockading Squadrons, a number of flag-raisings, cricket matches, and railroad and steamboat excursions, while at Gettysburg the great anniversary of this far-famed battlefield will be observed with appropriate ceremonies.

The juveniles will, no doubt, despite all law, pop their crackers whenever and wherever they can evade the vigilance of the lynx-eyed officers of the laws, and not until the "wee sma' hour's" of the 5th will the atmosphere cease to be ladened with the fumes of villanous saltpetre! Those returned veteran regiments now in our midst will again, in imagination, revisit the bloody field of Gettysburg, and tell to their wives and little ones how, on a certain Fourth of July, brave Pennsylvania troops drove the Rebel invader from the soil of our noble State, and insured to her citizens that peace and security *which, for so many years past*, they had enjoyed.

To others, though—to widowed wives and fatherless children—the memory of this day will again force open the flood-gates of the heart, and tears of sorrow will again course down the cheeks that long since have lost the bloom of health, because of the untimely death of the loved one. Thus will the day bring joy and sorrow alike to all.

Let us not on this sacred day forget our brethren in the field. There are husbands, fathers, sons, and brothers, who, in the face of disease and death, defiantly raise their muskets and clash their swords in the very face of the Rebel foe.

Let us renew our oaths to stand by them to the bitter end; to give them our prayers, our money, and even our lives, should the call be made upon us for this sacrifice. Thus, in a spirit of true patriotism will we celebrate the era of our second National Independence, and thus hasten the millennium when there shall be no more wars, or even so much as rumors of wars, in our midst.

Below we append a list of the places where the day will be observed:—

The United States seamen belonging to our several blockading squadrons, now at this station, will make a street parade on the Fourth of July. They will meet at the Navy Yard at ten o'clock A. M., and, preceded by the Jefferson Cornet Band, will move over the following *route*:—*Up Federal to Third*, up Third to Pine, up Pine to Seventeenth, down Seventeenth to South, up South to Naval Asylum. From thence down South to Twentieth, up Twentieth to Chesnut, down Chesnut to Third, down Third to Walnut, down Walnut to Front, down Front to Washington avenue, and down Washington avenue to the "Union Volunteer Refreshment Saloon," where an entertainment will be given to them by the Committee. A national salute of twenty-one guns will be fired from Fort Brown in commemoration of the day.

At 6 o'clock on the morning of the 4th of July an American flag, 24 by 12 feet, will be flung to the breeze from the top of a 60-feet pole, erected on the beautiful four-story building of the Second National Bank at Frankford.

Another ensign, 30 by 20 feet, will also kiss the morning breeze at the same hour as above, at the headquarters of the Houser Cadets, corner of Front and Denmark streets, First Ward. Salutes will be fired, and a joyous time generally may be expected.

The Soldiers of the War of 1812 will celebrate the day at the Supreme Court Room, on Monday, the 4th inst., at 9½ A. M. General attendance requested.

The annual stated meeting of "The State Society of the Cincinnati of Pennsylvania," will be held at the La Pierre House, on Broad street, below Chesnut, on Monday, the 4th day of July, 1864, at 10 o'clock A. M.

The Young America have a club match on the 4th of July, at their grounds, Germantown, first eleven against the twenty-two, when we look for a good display. The first eleven match reported to come off with the Chippewa will not take place to-day.

A cricket match between the Philadelphia and Washington Clubs—the latter from the District of Columbia—will be played on Monday, July 4, on the grounds of the Philadelphia Club, at Camden, New Jersey.

Persons wishing to attend the great anniversary of the Battle of Gettysburg, to be celebrated on the battle-field of Gettysburg, on Monday, July 4, can reach that city at 7·30 on Monday morning, via Harrisburg, by leaving Philadelphia at 10·30 on Sunday night, in the express train on the Pennsylvania Railroad. Governor Curtin will preside over the celebration, and the Rev. W. Warner, of Gettysburg, will deliver the oration. Every arrangement has been made for a large festival.

The slavery emancipation in Maryland will be enthusiastically celebrated on the Fourth of July at Elkton, a place where Secession was rampant less than two years since. This celebration will be under the auspices of the United American Mechanics. The Hon. Henry Winter Davis will preside. The Hon. Simon Cameron, of Pennsylvania, Hon. Mr. Hicks, ex-Governor of Maryland, and other distinguished gentlemen, are expected to be present.

A. B Sloanaker, Esq., of Philadelphia, has been chosen as the orator of the day. A very happy and patriotic time may well be anticipated.

The Art Gallery of the Great Central Fair will be open to the public on July 4, from 8 A. M. until 10 P. M.

On Monday there will be four trains from Vine street wharf for Atlantic City, at 7·30 and 9·15 A. M., and 2 and 4·15 P. M. The Express at 2 P. M. goes through in two hours.

The West Jersey Railroad Company will run three trains to Cape May on the Fourth at 6 and 10 A. M., and at 4·30 P. M.

The North Pennsylvania Railroad also offers strong inducements to travelers to patronize their road on the Fourth. See advertisement.

The advertisement of the Camden and Amboy Line for persons desirous of visiting New York on the Fourth will also be found in another column.

Besides these we have the up and down river steamboat trips as high as Trenton, and as low as Red Bank, on the Delaware, together with the romantic rides on the Schuylkill river, all of which are open to the patronage of our readers on the Fourth.

In the theatrical line for the evening, our readers have but to peruse the advertisements of the Chesnut Street Theatre, Mrs. John Drew's Arch Street Theatre, and Carncross & Dixey's Minstrels, to discover that the largest preparations have been made for their amusement on this gala night.

Flag Raising.—At the Second National Bank, Frankford, a pole 60 feet high is being erected, [illegible]ich will be displayed the American flag, [illegible] o'clock on the morning of the Fourth of [illegible]

[illegible] Offenders.—Two lads, named [illegible] ten years, [illegible] James Anderson, aged about [illegible] last evening [illegible] by Alderman McMullin. One of the la[illegible] with the larceny of $52. money from his [illegible] to have stolen the [illegible] other was his accomplice.

Religious.—The Westminster Church, Broad and Fitzwater streets, having invited Dr. Irvine, of Hamilton, Canada West, to become their pastor, he has accepted the invitation, and will shortly commence his labors in his new position. The Hamilton *Morning Star* says:—

> We announce with deep regret that our esteemed friend Dr. Irvine has made up his mind to accept a call sent to him from Westminster Church, Philadelphia. At a meeting of Knox's Church congregation he announced this, his firm resolution; and accordingly a motion was passed referring to his successful ministrations in this city, lamenting that he had determined to accept the call, and appointing two delegates to appear before the Synod this week at Toronto, there to give a consent to the removal. We have too few able ministers in Canada to warrant the sparing of a man so talented, so earnest, and so eloquent as Dr. Irvine. When he leaves Knox's Church in this city, the day may be far distant when so able a man will fill its pulpit.

Payment of Warrants.—Mr. Henry Bumm, City Treasurer, was unusually busy yesterday on the occasion of paying off the semi-annual interest on the city debt, the warrants of the school teachers, and those of the police force. The duties of this onerous office were discharged to the satisfaction of all parties having claims upon it, and nearly half a million of dollars were disbursed during the day.

Death from Exposure.—The lady of Mr. Samuel Berrell, a merchant formerly doing business in Market street, above Eighth, was discovered in a field three miles from West Chester a few days since. It was supposed that the deceased wandered off during a temporary fit of insanity, and died from the effects of exposure. The deceased leaves a family in the city.

Graduating Honors.—At the Beck School, yesterday, diplomas were conferred upon the following named boys for having attained the average required for admission to the High School:—Daniel H. Paris, Joseph J. Bentz, Wm. C. Hughes and Wm. R. Davis.

Enlistments.—For the week ending to-day, eighteen men received the city bounty of $250. The total amount paid out by the Bounty Commissioners was $4500.

Local Brevities.—Frederick Denk, James Goulter, Ellen Casey, and Daniel Hattan, keepers of taverns on the corner of Front and Pine streets, have been held to answer the charge of keeping disorderly houses....The Board of Guardians of the Poor have been solicited by the Managers of the Lombard and South Streets Passenger Railway Company for permission to lay a railroad track through the Almshouse property, connecting the western end of a proposed ferry across the Schuylkill at South street with the Darby road....The proposed public reception to the 58th Pennsylvania Volunteers did not take place yesterday afternoon, in consequence of a number of the companies having returned to their homes....The Standing Committee of the Diocese of Pennsylvania recommended for ordination to Deacons' orders Mr. John H. H. Millet. Messrs. W. P. Orrick and Robert Ritchie, Jr., applied to be recommended as candidates for Deacons' and Priests' orders....The Joint Convention of City Councils, to elect a member of the Guardians of the Poor, met yesterday afternoon, but a quorum was not present, and a motion to adjourn until Wednesday next, at 4 P. M., prevailed....During the past two weeks the sum of $25,306 has been paid to families of volunteers by the City Treasurer....The alarm of fire last night was occasioned by the burning of McIlwain & Robinson's blacksmith shop, Front street, near Mary, Second Ward....The loss by fire yesterday, at the establishment of Messrs. C. & W. Reeves, amounts to $30,000, on which there is an insurance of $23,000....A man named Colter has been committed to prison on the charge of robbing a hotel-keeper named Adam Best of $300 in money; $250 of the money was found upon the person of Colter....James Thomas Sallen, a citizen of Philadelphia, was shot by one of a gang of ruffians in Pittsburg, on Wednesday night. The murderer escaped.

The Victims of Hot Weather.—By the Bard of Tower Hall.—

Folks that we meet
Along the street,
As all of us have detected,
Seem differently affected
By Summer's heat.
Now, some there are
Who calmly bear
To feel the very noontide blaze
Of flaming Sol's indignant gaze
Upon them glare.
But many, too,
Grow red of hue
As poppies, 'neath the same fierce beam,
And down their brows a constant stream
Trickling we view.
All, all in vain,
Huge draughts they drain
Of water, cooled with grateful ice,
Or feed on frozen cream, more nice;
Hot they remain!
But this distress
Might be made less,
If they, being reasonable,
Bought, from Bennett, seasonable,
Cool styles of dress!

We have the largest stock and best assortment of Seasonable Clothing in Philadelphia, which, being constantly replenished, continues full and fresh at all times.

Tower Hall,
No. 518 Market Street,
Bennett & Co.

Great Central Clothing House, Sixth and Market.
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Wanamaker & Brown, Oak Hall.
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Wanamaker & Brown, Oak Hall.
Wanamaker & Brown, Oak Hall.

Strangers in the city visiting the Great Central Fair, and citizens generally, will find the best Clothing and the most reasonable prices at Wanamaker & Brown's.
Oak Hall,
S.E. corner Sixth and Market streets.

Larkin & Co., the incomparable photographers, at the southeast corner of Eighth and Arch, have made special arrangements for the coming week, in order to accommodate visitors to the Fair. During the week, six superb *cartes de visite* will be taken for one dollar.

American Watches,
Jewelry, and
Silverware, at
W. B. Eltonhead's, No. 1322 Chesnut St.

Hats.—Straw and soft hats, most fashionable styles, at Laing & Co.'s, Sixth and Chesnut streets.

Great Secret discovered to avoid late breakfasts and make cheerful homes. Buy your Coal of A. S. Dotter, No. 304 N. Broad street.

Married.

HOOPES—RUSSELL.—On the 14th ultimo, at the Ashland House, in the presence of Mayor Henry, THOMAS HOOPES, of Chester county, Pa., to AMANDA, daughter of Thomas Russell, of Harford county, Md.

MAGUIRE—HESTON.—On June 30, by the Rev. Andrew Longacre, WILLIAM F. MAGUIRE to EMILY J. HESTON, both of Hestonville, Philadelphia.

ROHRER—WARDLEY.—On the 30th of June, at the Merchants' Hotel, by the Rev. H. F. Hurn, JOHN S. ROHRER and ANNIE C. WARDLEY, all of Strasburg, Pennsylvania.

Died.

DIXON.—On the 28th ultimo, CORNELIUS L. DIXON, in the 14th year of his age.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of his father, James Dixon, Nippes' Mill, Mill Creek, Lower Merion township, Montgomery county, on Sunday, 3d instant, at 10 o'clock A. M., without further notice.

HAUG.—On the 29th ultimo, LOUIS HAUG, aged 30 years.

His relatives and friends, also Metamora Tribe, No. 32 U. O. R. M., and W. C. M. Association, are respectfully invited to attend the funeral, from his late residence, No. 805 Charlotte street, above Third and Brown, on Sunday afternoon, at 1 o'clock. To proceed to Glenwood Cemetery.

KIEHL.—On June 30, WILLIAM R. KIEHL, in the 27th year of his age.

The relatives and friends of the family are respectfully invited to attend the funeral, from his late residence, No. 632 North Eighth street, on Tuesday morning, July 5, at 10 o'clock.

KIRK.—At Alexandria, Va., on Tuesday evening, June 28, Lieutenant WILLIAM KIRK, of the 6th Pennsylvania Cavalry, from a wound received in May last, at Todd's Tavern.

His friends and those of the family, are respectfully invited to attend his funeral, from the residence of his father, S. L. Kirk, No. 814 N. Sixth street, on Tuesday morning, July 5, at 10 o'clock.

LEISTER.—On the 29th ultimo, after a short illness, Mrs. ELIZABETH M., wife of Samuel Leister, and daughter of Sarah and the late Calvin Higgins, in the 33d year of her age.

The relatives and friends of the family are respectfully invited to attend her funeral, from her husband's residence, No. 2120 Apple street, above Norris, on Sunday afternoon at 3 o'clock. Funeral to proceed to Monument Cemetery.

STEWART.—On the 22d of June, of wounds received on the 19th, in front of Petersburg, JOHN STEWART, First Sergeant of Company C, 91st Regiment P. V. V., son of Emily and the late John Stewart, in the 22d year of his age.

The relatives and friends of the family, also the members of Chosen Friends Lodge, I. O. of O. F., and all the soldiers of the 91st Regiment in the city, are respectfully invited to attend the funeral, from the residence of his mother, northwest corner of Rawle and McGrath streets, on Sunday afternoon at 1 o'clock. Service at Cemetery at 2 o'clock.

I. E. WALRAVEN,

SUCCESSOR TO W. H. CARRYL,
MASONIC HALL,
No. 719 CHESNUT Street.

WINDOW SHADES
AND
CURTAINS.

BUSINESS ITEMS.

Iron Safes.—Keep it before the Philadelphia public, that Lillie's so-called Burglar-Proof Safes, manufactured in Troy, New York, can be opened without noise by drilling one small hole just over the centre of the lock dial and using a small wire. Any of his Safes can, by this method, be opened in one minute after the hole has been drilled. Said hole can be drilled in from quarter, half, or two hours' time. There is no Safe of his make in use June 1, 1864, which cannot be drilled and opened in this manner.

Parties interested are referred to my Challenge to Lillie, and other facts relative to his Safes, published in the "North American," June 21, 1864, and "Sunday Dispatch," June 19, 1864.

Notwithstanding the positive assurances given by Mr. Lillie to the public that his Safes are drill-proof, persons desiring to be convinced have only to call at Evans & Watson's Salamander Safe Store, No. 16 S. Fourth street, where the operation of drilling and opening will be done in their presence every morning at 10 o'clock, until the public are satisfied that his Safes can be drilled and opened without making any noise.

David Evans,
Of the Firm of Evans & Watson.

LILLIE'S
CHILLED-IRON SAFE.

"NOT DEAD, BUT LIVETH."

DAVID EVANS, Esq.,
Of the Firm of Evans & Watson:—

It would seem from your late notice in The Evening Telegraph and other newspapers that you have opened a school of instruction for testing Lillie's Chilled-Iron Safe, acting, as we presume, in a two-fold capacity:—first, as the instructor of thieves; second, as the protector of the people—two very *responsible* positions, truly.

Now, as we are very desirous to aid you in every way, in this important work (important to the thief, that he may not uselessly employ his time criminally, or expose his person; important to the people, that they may know and feel that their treasures are secure), we propose, in the future, to warrant every Bank Safe that may be sold by our Agent at Philadelphia proof against your scientific attainments in the art of burglary; and as you have so *disinterestedly* volunteered to instruct and enlighten the burglar and protect the people in this art, we shall take the liberty to give you timely notice of the arrival of each Safe, and we not only ask you to test each Safe on their arrival upon your new scientific plan, as publicly announced, but we claim that we have the right to insist upon it in your new position as a public teacher and benefactor; and if this is not a sufficient reason, we have still another to urge.

Your present facilities for a satisfactory test are very deficient, as you have but one very imperfect Safe to operate upon, and if you accept our proposition, your field of operations will be much enlarged, and your efforts may prove much more satisfactory to the public. We now admit, as we ever have, if you succeed to grind or drill a hole through the door in the front of the lock, at any point, it is fatal, and if done in any way practical to the burglar, the Safe is not burglar-proof.

The first Safe we shall expect you to test, as above proposed, is a Safe just ordered for a bank in the interior of the State. We expect to arrive in Philadelphia, and to be ready for a test, on Monday, the 10th of July, at 10 o'clock A. M., and should there be any delay in its arrival it will be announced in time. We trust you will be ready for this test.

Respectfully, LEWIS LILLIE & SON,
M. C. SADLER, Agent,
jy1-tf No. 21 S. SEVENTH Street.

Fine Havana Cigars—
Messrs. Davis & Richards,
Arch and Tenth,
have just received a new importation of
Havana Cigars,
of the choicest brands.

X. REASONS WHY
PERSONS PREFER THE "FLORENCE."

I.

It does better and finer work than can be done on any other Machine, and never skips stitches.

II.

It is the only Machine that can make the lock and knot stitches.

III.

It is the only Machine having a perfect and uniform tension of upper and lower thread.

IV.

It is the only Machine having the reversible feed motion, enabling the operator to fasten the ends of seams, thereby saving much labor.

V.

It is the only Machine that will not vex and annoy the operator by getting out of order.

VI.

It is the only Machine made on correct mechanical principles, without any springs to get out of order, and will last a life-time.

VII.

There is no other Machine that will do so wide a range of work as the Florence; changes from one kind of stitch to another; can be made instantly, while the Machine is in motion.

VIII.

It uses all kinds of thread, and Hems, Fells, Binds, Tucks, Braids, Cords, Quilts, Gathers, and Sews on a Ruffle at the same time.

IX.

It possesses so many advantages over all others, that it is universally acknowledged to be the *perfection of Sewing Machines.*

There is *no risk* in buying the Florence. We warrant every Machine to give entire satisfaction, or money refunded. Besides, we keep them in order, and give instruction free of charge. The public are invited to call and see the operations of this perfection of Sewing Machines. It must be seen to be appreciated, and *costs you nothing to test its merits.*

FLORENCE SEWING MACHINE COMPANY,
No. 630 CHESNUT Street.

E. G. Whitman & Co.,
Manufacturers of New and Delicious Confections, Almond Paste, Chocolate, Caramels, Creams La Mode de Paris, exquisitely flavored.
Roasted Jordan Almonds, &c., &c.
No. 318 Chesnut street, below Fourth.

Dysentery, Diarrhoea,

CHOLERA, SUMMER COMPLAINT, ALL BOWEL AFFECTIONS, &c.,
ARE PROMPTLY CURED BY
JAYNE'S CARMINATIVE BALSAM.

It is quick, safe, and certain in its action, affording immediate relief when promptly administered. Age does not impair its virtues, neither is it subject to the varying influences of climate, being equally effective in all latitudes: it is in all respects what it claims to be—a "*Standard Household Remedy*," which every family should be supplied with.

DIARRHOEA AND DYSENTERY.

It never fails to subdue the most violent attacks of these complaints, no matter from what cause they originate. As changes of climate, water, &c., often produce these serious diseases, Travelers and others should always keep a supply of the Carminative by them.

ASIATIC CHOLERA.

The prompt use of Dr. D. JAYNE'S CARMINATIVE BALSAM will always remove the Diarrhoea and Cramps which accompany the attacks of Cholera, thus often conquering the disease in its incipiency. It has frequently been administered in neighborhoods where the Cholera has been raging epidemically, and has never failed to give immediate and permanent relief.

CHOLERA INFANTUM OR SUMMER COMPLAINT.

Is speedily and effectually cured by the Carminative. It removes all soreness of the Abdomen, allays the irritation, and calms the action of the Stomach, and may always be relied on to relieve the sufferings of the little ones, when used according to directions.

Cholera Morbus, Cholic, Griping Pains, Sour Stomach, Waterbrash, Pain or Sickness of the Stomach, Want of Appetite, Wind in the Bowels, Cramps, Sea Sickness, and all Bowel Affections and Nervous Diseases, are removed by JAYNE'S CARMINATIVE BALSAM, with more certainty and ease than by any other preparation yet offered the public. Prepared only at No. 242 Chesnut street. jy2

Steck & Co.'s Pianos.—

STECK & CO.'S	MASON & HAMLIN'S CABINET ORGANS.	PIANOS.
STECK & CO.'S		PIANOS.

J. E. GOULD,
Seventh and Chesnut streets.

MAGEE'S ENVELOPE MANUFACTORY and Paper Store, No. 316 CHESNUT Street.
Envelope Manufactory,
Envelope Manufactory,
Envelope Manufactory.
No. 316 Chesnut street, No. 316 Chesnut street.
No. 316 Chesnut street, No. 316 Chesnut street.
No. 316 Chesnut street, No. 316 Chesnut street.
Paper and Envelopes,
Paper and Envelopes,
Paper and Envelopes.
Wholesale and Retail, Wholesale and Retail,
Wholesale and Retail, Wholesale and Retail,
Wholesale and Retail, Wholesale and Retail,
At the Lowest Prices,
At the Lowest Prices.
At MAGEE'S, No. 316 CHESNUT Street, between Third and Fourth. jy2-2t

PATRIOTIC MEDALS.
PATRIOTIC MEDALS.
An acceptable Offering to every Patriot.
The only correct and authorized
MEDALLION LIKENESSES
OF
PRESIDENT LINCOLN,
GENERAL GEORGE WASHINGTON,
LIEUTENANT-GENERAL GRANT,
GENERAL GEORGE B. McCLELLAN,
Manufactured in Sterling Silver and Copper and White Metal. Sample sent by mail free of charge on receipt of 25 cents. Agents wanted. E. SPENCER,
Box 2466 Philadelphia Post Office.
Manufactured at No. 603 ARCH Street. jy2-1m

NEW STYLE PAPER, AT MAGEE'S!—
New Style Envelopes at No. 316 CHESNUT Street.
Red Envelopes and Paper to match.
Red Envelopes and Paper to match.
Red Envelopes and Paper to match.
Red Envelopes and Paper to match.
New style Note Paper, colored on the 4th page.
New style Note Paper, colored on the 4th page.
New style Note Paper, colored on the 4th page.
With Envelopes to match.
Manufactured and for Sale at
MAGEE'S, No. 316 CHESNUT Street,
At MAGEE'S, No. 316 CHESNUT Street,
At MAGEE'S, No. 316 CHESNUT Street. jy2-2t

1864 UP RIVER FOURTH JULY Excursions by Steamboat TRENTON from WALNUT Street Wharf, for Tacony, Torresdale, Beverly, Burlington, and Bristol.

FOR BRISTOL AND BURLINGTON.
UP TRIPS—At 9·30 A. M., 2·30 and 8 P. M.
DOWN TRIPS—From Bristol, at 7·15, 11·45 A. M., and 5½ P. M.
DOWN TRIPS—From Burlington, at 7·25, 11·35 A. M., and 5·45 P. M.

The boat down from Bristol at 5½ P. M., will stop at Poplar Street Wharf, Kensington. Tacony Trips UP, at 9·30 A. M., 2·30 and 8 P. M. DOWN, at 8·25 A. M., 12·45 and 7 P. M.

FARE FOR THE EXCURSION.
Philadelphia and Bristol, Burlington, Beverly, Torresdale, and Tacony.......30 cents.
BY RAILROAD FOR TRENTON, BORDENTOWN, AND MOUNT HOLLY.
FOR TRENTON.
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Prolapsus Uteri, Leucorrhoea, Amenorrhoea, Dysmenorrhoea. All the above diseases and other Uterine Complaints have their origin in a loss of the vital power of the body, brought on by injuries, excesses, sedentary habits, personal abuses, abortions, and the use of powerful medicines. Some of the peculiar symptoms are dragging pains through the hips and back, weakness of the limbs, and extreme languor and debility throughout the entire system. The effects produced from these troublesome maladies are almost innumerable. Consumption, Dyspepsia, Neuralgia, Paralysis, Deafness, Blindness, Fits, Insanity, and even Idiocy are not uncommon.

No effectual or reliable remedy has ever been found for these alarming complaints till our late discovery in the use of Electricity, in strict accordance with the positive and negative polar action of the Uterine Organs. We never failed in curing all of the above diseases, except in cases of organic derangements, or severe injuries of the parts.

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PROPOSALS FOR LOAN.

Treasury Department, June 25, 1864.

Sealed offers will be received at this Department, under the act of March 3, 1863, until noon of WEDNESDAY, the 6th day of July, 1864, for bonds of the United States to the amount of THIRTY-THREE MILLIONS OF DOLLARS, being the amount of unaccepted offers under the Notice of Proposals for Loan, dated 6th instant. The bonds will bear an annual interest of six per centum, payable semi-annually in coin, on the first days of July and January of each year, and redeemable after the 30th of June, 1881.

Each offer must be for fifty or one hundred dollars, or some multiple of one hundred dollars, and must state the sum, including premium, offered for each one hundred dollars in bonds, or for fifty, when the offer is for no more than fifty. Two per cent. of the principal, excluding premium, of the whole amount offered must be deposited, as guarantee for payment of subscription if accepted, with the Treasurer of the United States at Washington, or with the Assistant Treasurer at New York, Boston, Philadelphia, or St. Louis; or with the Designated Depositary at Baltimore, Pittsburg, Cincinnati, Louisville, Chicago, Detroit, or Buffalo; or with any National Banking Association authorized to receive deposits which may consent to transact the business without charge. Duplicate certificates of deposit will be issued to depositors by the officer or association receiving them, the originals of which must be forwarded with the offers to the Department. All deposits should be made in time for advice of offers with certificates to reach Washington not later than the morning of July 6. No offer not accompanied by its proper certificate of deposit will be considered.

The Coupon and Registered Bonds issued will be of the denominations of $50, $100, $500, and $1000. Registered Bonds of $5000 and $10,000 will also be issued if required.

All offers received will be opened on Wednesday, the 6th of July, by the Secretary or one of the Assistant Secretaries. The awards will be made by the Secretary to the highest offerers, and notice of acceptance or declination will be immediately given to the respective offerers; and, in case of acceptance, bonds of the descriptions and denominations preferred will be sent to the subscribers at the cost of the Department, on final payment of instalments. The original deposit of two per cent. will be reckoned in the last instalment paid by successful offerers, and will be immediately returned to those whose offers may not be accepted.

The amount of accepted offers must be deposited with the Treasurer, or other officer or association authorized to act under this notice, on advice of acceptance of offer, or as follows:—One-third on or before the 10th; one-third on or before the 15th; and the balance including the premium and original two per cent. deposit, on or before the 20th of July. Interest on bonds will begin with the date of deposit. Parties preferring may pay the accrued interest from date of bond, July 1, to date of deposit.

Offers under this notice should be endorsed "Offer for Loan," and addressed to the Secretary of the Treasury.

No offer will be considered at a less rate of premium than four per cent.

S P. CHASE,
Secretary of the Treasury.

Notice to Officers receiving deposits under this advertisement:—The preliminary certificate of deposit of two per cent. must not be credited upon your accounts current as it is to be included in the final deposit. je27-tf

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These Machines, on account of their cheapness and simplicity, are the most valuable and desirable machines in the market.

Persons are invited to examine this new Sewing Machine, before purchasing.

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Evening Telegraph

SATURDAY, JULY 2, 1864.

SPIRIT OF THE NEW YORK PRESS.

Leading Editorials from the New York Papers This Morning.

THE MILITARY VIEW.

From the Times.

To our view, the military situation never, on the whole, looked so *strong* and so hopeful, in a large survey, as at this moment.

In the first place, our two great armies never were planted in positions at all comparable, as regards their advantageousness, to those occupied by them at this moment. Grant is on the south bank of the James, or upon the Appomattox, while Lee's army lies north of him, virtually confined to Richmond, or hemmed in by the line of the James.

Sherman's army is near the heart of Georgia, almost within sight of Atlanta. Even if Grant does nothing for some time, but stay where he is, and operate upon Lee's communications with the splendid body of cavalry he now has with him, he must bear with great, far-reaching, and finally fatal effect upon the enemy. It is true that some of Grant's combinations have lately miscarried as regards their real purpose.

Hunter's orders undoubtedly were to seize, fortify, and hold Lynchburg; and the value of success in his essay would have been very great. Had everything gone well, he would have wielded not only his own force, but would have been aided by Sheridan, by Crook and Averill, and by Wilson. Had he succeeded in seizing Lynchburg with the force he had in hand, he could have quickly fortified and held it against any force Lee might send against him, just as Beauregard held Petersburg stoutly for a time against the attacks in force of the Army of the Potomac. But though Hunter's army, and the bodies sent out to co-operate with him, did not accomplish their proper work, they yet did much service in their operations on the Rebel communications, and much labor that will be of value as a preliminary to future efforts.

If Lee has determined to hold his army where it now is, and to fight out the war in the narrow strip of land lying between the James river and the Appomattox, he will afford us the best opportunity we have ever yet had to operate against him easily, economically, and effectively. We have an admirable base at City Point, with a short and excellent line of communication with the front. We are on good ground for the display of strategy as well as for hard fighting. We are in little or no danger of an offensive movement on the part of the enemy. Militarily viewed, we may be said to be in the rear of Richmond; and we operate against it, for the first time, on the line which all sagacious military men have always asserted to be by all odds the best of the lines of approach.

Look, again, at the other of our two great armies—that under Sherman. We have just learned that this officer was repulsed in an assault he made on the Rebel fortifications last Monday. But look *where* that battle was fought. It was an attack upon the works at Kenesaw Mountain, only some twenty miles from Atlanta, our objective point. The Rebels have been steadily pushed back, until they have now reached this, their last great stronghold defending the main railroad centre of Georgia.

Here is concentrated their Southwestern army; and it needs but that they should get another such drubbing here as Grant gave them at Chattanooga last November, to secure their retreat across the State of Georgia to the South Carolina line—if there were then any organized army left them. Indeed, a retreat to the Savannah river has lately appeared to them so imminent, that the Mayor of Augusta has issued a proclamation in view of it.

We think a contemplation of these facts will show how closely we have pressed the two Rebel armies to the line of the last ditch. As to Grant's army, it is certainly in a position from which the Rebels cannot drive it; and there seems no hope of their being able, in any event, to force a retrograde movement upon Sherman. It becomes the people now, while feeling very strong and manfully confident, not to give way to impatience—not to be too eager for quick and great battles. We press mortally on the flickering vitality of the great Rebellion, and every week assuredly brings us nearer to the end which Heaven has decreed.

THE CAMPAIGN.

From the Tribune.

It is not long since we heard that a considerable portion of Lee's army had been detached to guard the Danville Railroad. We now hear that Gen. Wilson's cavalry has destroyed forty miles of the track northeast and southwest of Burkesville, the station at which the Petersburg and Lynchburg, and Richmond and Danville railroads intersect. We infer, therefore, that if Lee ever distributed his forces for the protection of these important lines, he has recently found other occupation for them. Gen. Wilson met no opposition whatever along the line of his operations.

A good deal has been said of the facility with which the Rebels reconstruct their damaged railways, and we have lately been entertained with an account of a Construction Corps, numbering several English engineers among its members, which is represented as competent to relay tracks about as fast as they are destroyed. It is affirmed, also, that duplicates of all important bridges lie ready to be thrown across the streams. We wholly discredit the story. The resources of the Rebel Confederacy are sufficiently magnified without resorting to such fairy tales as these.

In reference to the probability of their possessing vast stores of rails and other material, it is sufficient to say that General Wilson found the Danville road laid with the old-fashioned strap rail on longitudinal sleepers—and this on the most important line of communication then remaining to the Confederacy. Nor is there any evidence that the Rebels have succeeded in replacing the long extent of the Virginia Central Railroad destroyed by our army while lying south of the North Anna, and subsequently by Sheridan on his Gordonsville raid.

We attach, therefore, great importance to the success of General Wilson. He has destroyed in all seventy miles of railroad, which we do not believe can be replaced, except with great delay and difficulty; and which, if replaced, will again lie at the mercy of General Grant's cavalry, and again be torn to pieces should it then be worth while. It is idle to talk of guarding these roads against a heavy force of cavalry. Lee cannot spare men enough to do it effectually; for the cavalry takes so wide a sweep, descends so suddenly, and does its destructive work so rapidly, that it is impossible either to cover all the ground defensively beforehand or to concentrate infantry in season to interrupt the mischief.

It is probable that this expedition has broken off the work of provisioning Richmond for a siege. The two lines cut were the last remaining communications of the Rebel capital. The Richmond and Danville Railroad was the sole link between Richmond and Atlanta, assuming, what we are entitled to believe on Rebel authority, that the Weldon Railroad has been for some days in the undisturbed possession of General Grant. It was vitally important, therefore, not only as an avenue of supply, but as the means of rapid exchange of troops between Lee and Johnston. As matters now stand, Lee must fight his battles with what forces he has.

The other road which General Wilson has cut in two, the Petersburg and Lynchburg, formed the only communication, save the James River Canal, between Richmond and Lynchburg, which latter place has been and doubtless still is an important depot of supplies of all kinds. And it strikes us as probable that Wilson has done a very important service somewhat incidentally. The two divisions, comprising nine brigades, which Lee sent to repel Hunter, were still at last accounts in the neighborhood of Lynchburg, and are, therefore, cut off from immediately reinforcing Lee in case of urgent necessity.

Our special despatch will be found full of interesting details of Wilson's expedition, gathered from the staff officer who cut his way through the Rebel lines to inform General Meade that the cavalry was stopped at Reims Station, on the Weldon road, by an infantry force. Wilson had had one hard fight at Stony creek, on the same road, the result of which was indecisive, but as his work was done and his business then was to get home, he had eluded the enemy by a flank movement, only to bring up against the position at Reims Station. It is stated that the 6th Corps and two divisions of the 2d were instantly sent forward by General Meade to relieve Wilson, and the language used implies that the Rebel force at Reims was in direct communication with the right of Lee's army.

The length of General Grant's line, from the point held on the Appomattox to any point on the Weldon road, is scarcely less than twelve miles, and is almost too long to be securely held unless there has been a change of position hitherto unannounced.

Presuming that the public is well through its moment of despondency, we have nothing to remark concerning the campaign in general, except that the days of partial rest which General Grant has given to his army are a better assurance of progress than if he had kept hammering at the defenses of Petersburg.

The army had gone through such fatigue as even Napoleon, the most pitiless of generals, seldom required of his soldiers. It was entitled to some repose, and it is a cruel impatience which would deny it to men who have fought, and marched, and suffered as have the heroes of our army for two months past. But the lull in the campaign is only preparation and portent of the coming storm.

Wanted, an American Soyer.

Install any experienced cook in a first-class kitchen, surround him with all the appliances of his art, place at his disposal a larder stocked with the choicest dainties of the season, give him plenty of understrappers, and tell him to do his best, and he will be sure to produce for your delectation a sumptuous repast. But the cook who is not only an artist, but a man of genius, can do more than this—he can resolve the *debris* of the market into delicious fare. It was in this necromancy of the cuisine that Soyer excelled.

He could tickle the palates of the poor at a cheap rate, as well as excite the *blasé* appetites of princely voluptuaries with costly banquets. Before his time it was thought that epicurean enjoyment and economy were incompatible. He showed the world how to combine them. When a terrible mortality—the result of bad cookery—prevailed in the allied army before Sebastopol, he took possession of the military kitchens, and converted the coarse rations of the troops into wholesome, palatable food. The doctors had pronounced the camp epidemic beyond their skill, but the great cook arrested it, and restored the strength and stamina of the emaciated hosts. Vattel, Beauvillier, Careme, and Ude were wonderful artists, but they exercised their talents solely for the benefit of the privileged orders. They had no receipts for the middle and laboring classes. Soyer, on the other hand, was a man of democratic instincts, who believed in the right of labor to live well.

Wanted, therefore, an American Soyer, to teach the American million how to turn cheap edibles into good dinners. The time has gone by when families in moderate circumstances could afford to buy the choicest cuts in the market. The golden age of the Republic cannot be renewed in our day and generation, if ever. The present war will saddle us and our posterity with a national debt nearly equal to that of England, and a pension list of formidable dimensions; and rigid economy will be a matter of necessity, as it is there, with that portion of the community upon which the dead weight of taxation, after sundry shirkings and shiftings, always ultimately falls.

But although small tradesmen and journeymen mechanics can no longer breakfast on porter-house steaks, and dine on sirloins and fatted capons, they might, with the aid of scientific cookery, convert the coarser provisions to which their altered circumstances restrict them into better dishes than they ever ate in the palmiest days of their prosperity. The man who would teach them—or rather their wives and daughters—how to accomplish this object would be a great public benefactor. Soyer's Crimean receipts for soups, stews, and hashes would be worth ten times the price of any book extant to hundreds of thousands of American families. They have never been published, we believe; but there are many scientific men in the United States who, if they chose to turn their attention to the economies of cooking, could give us receipts equally valuable. Who will essay the task? It would be a labor of love, and, while profitable to the people, would bring a rich pecuniary return to the laborer.

It would amaze the uninitiated to see what can be done by a thorough artist of the Soyer school with the unconsidered fragments that most of us look upon as the refuse of the butcher's stalls. The piece of neck beef which the butcher tosses contemptuously into the poor man's basket, and which, cooked in the ordinary way, might defy the filed teeth of a Thug to penetrate it, could be transformed by the magic of art into a dish upon which even an epicure would not disdain to dine. Take the other terminus of the animal—its caudal appendage. Most people suppose that its use ceases with the life of the ox—that it was intended solely to whisk away the flies.

But those who have tasted ox-tail soup, properly made, know that it is richer and more nourishing than mock turtle, and quite as delicious. It is a curious fact that, although everything that was once considered "waste matter" by the manufacturer is now turned to good account in one branch or other of the mechanic arts, most of us regard with disgust the coarser *disjecta membrana* of the shambles, under a false impression that they are only fit for dogs. The same nourishing juices that pervade the loins of an ox circulate through its neck and legs. The fibre is tougher, and there is less fatty matter, that is all; and these are defects which scientific cookery can in a great degree remedy.

The almost universal method of treating tough meat is the worst that could be devised. It is pounded and then overfried or overbroiled. By these means the nutrimental principle is first brayed out of the vessels that contained it, so as to be easily evolved by heat, and then driven by the action of a fierce fire up the chimney. What remains is a dyspeptic mass, little better than india rubber.

It is strange that we should have brought the principles of animal chemistry to bear upon the manuring of land and the fattening of stock, and yet have neglected to apply them in our kitchens. American cookery, as a general thing, contravenes all the conditions laid down by Liebig as determining the comparative nourishing qualities of meats and vegetables. It is a positive insult to philosophy, as well as an outrage upon taste and digestion. We want to see all this remedied, and dietetics elevated to the level of a science. Our shirts and our coats are cut by mathematical rules, and therefore fit us; but we have no rules (save false ones) in culinary matters, and therefore our inner man is uniformly and most shamefully misfitted.

Wanted, therefore, as we said before, an American Soyer; or rather, as good a cuisinier as he was, with more scientific knowledge. Will not some one of our leading chemists step out of the laboratory into the kitchen, and taking a dexterous practical cook as his aid, endeavor to found a culinary system which shall combine sound philosophy with tasteful art? Such a one would deserve well of his country, and we should be proud to start a subscription to erect a statue in his honor, beside the bust of Schiller, in Central Park. The printed results of his investigations, illustrated by receipts, would form the most popular book of the age.

It would be well, however, that such a work should contain directions for rationally disposing of the good things of life. We require not only to be taught how to cook, but *how to eat*, and it might be well to preface this branch of the subject with the remarks which Haliburton puts into the mouth of Abernethy in "The Clockmaker." They are rather coarse, but so pertinent that we shall make no apology for quoting them. Mr. Abernethy is supposed to be addressing a dyspeptic American who had applied to him for medical advice.

"I'll be hanged," said he, "if I ever saw a Yankee that don't bolt his food whole, like a boa-constrictor. How the devil can you expect to digest food that you neither take the trouble to dissect nor the time to masticate? It's no wonder you lose your teeth, for you never use them; nor your digestion, for you overload it; nor your saliva, for you expend it on your carpets, instead of on your food. It's disgusting; it's beastly.

"You Yankees load your stomachs as a Devonshire man does his cart, as full as it can hold, and as fast as he can pitch it in with a dung-fork, and drive off; and then you complain that such a load of compost is too heavy for you. Dyspepsy, eh? Infernal guzzling, you mean. I'll tell you what, take half the time to eat that you do to drawl out your words, chew your food half as much as you do your filthy tobacco, and you'll be well in a month."

If any savan on this side of the Atlantic wishes to benefit his country, and make a fortune at the same time, let him take our hint. A celebrated homœopathist has asserted that the stomach is the seat of the affections, and if so, what a popular idol would that man be who should effect a wholesome revolution in American cookery and American mastication!—*Round Table.*

—When a man is hideously ugly, the only safety is in glorying in it. Let him boldly claim it as a distinction.

—Mrs. Macaulay having published her "Loose Thoughts," Mr. Sheridan was asked whether he did not think it a strange title for a lady to choose. "By no means," replied he, "the sooner a woman gets rid of such thoughts the better."

RELIGIOUS NOTICES.

NORTH PRESBYTERIAN CHURCH, SIXTH Street, above Green. Service Sabbath Morning at 10½ o'clock, by the Rev. C. D. HARTRANFT. 1t*

SUNDAY, THE LORD'S DAY, "FOR Man."—A Sermon on this subject to-morrow, in TRINITY CHURCH, CATHARINE Street, above Second. Services at 10½ A. M. and 8 o'clock P. M. See St. Mark ii. 27 and Ezekiel xx. 12. 1t*

UNION M. E. CHURCH, FOURTH Street, below Arch.—Sabbath, July 3. Rev. JOSEPH DENISON, Delegate from Kansas, will preach in the morning at 10½ o'clock. Rev. C. W. HEISLEY in the evening at 8 o'clock. Prayer and Experience Meeting at 7 o'clock. 1t

SPECIAL NOTICES.

POST OFFICE, PHILADELPHIA, Pa., July 1, 1864.
MONDAY next being FOURTH OF JULY, this office will be open for the transaction of business until 10 A. M., after which hour no person can have access to the office.
The carriers will make the usual 8 A. M. delivery. The first morning and last evening collections from lamp post and other boxes will be made. The Stations will be open at the above named hours.
jy2-2t C. A. WALBORN, Postmaster.

NOTICE IS HEREBY GIVEN TO the Stockholders in the Fairmount Passenger Railway Company, that the books are now open for subscription for a portion of the stock of that Company, and also of the Hestonville, Mantua, and Fairmount Railroad Company, in pursuance of the resolutions of the Stockholders and Board of Directors heretofore adopted. Those who wish to subscribe will call at the office of E. V. MAITLAND & CO., No. 13 MERCHANTS' EXCHANGE, with their certificates, between the hours of 10 A. M. and 3 P. M., on or before the 10th day of July, 1864, where full information will be given, and subscriptions will be received by the undersigned. The books will be closed and no subscriptions received after the 10th day of July, 1864.
N. B. KNEASS,
E. V. MAITLAND,
D. S. WINEBRUNNER,
jy7-stuth4t Committee of Board of Directors.

FOURTH OF JULY.—THE SOLdiers of the War of 1812 will celebrate the day at the SUPREME COURT ROOM, on MONDAY, 4th inst., at 8½ o'clock A. M. General attendance requested.
1t* JOHN H. FRICK, Secretary.

GREAT CENTRAL FAIR HOUSE-Furnishing Department.—Additional Cash Contributions:—

L. A. Godey	$200 00
George S. Jones	25 00
Louis Godey	10 00
D. Stevens	5 00
C. F. Parker	5 00
Employees in Office of Godey's Lady's Book and Plate Printing Office	25 00
Paton & Co., New York	100 00
Proprietor House-Burglar Alarm Telegraph	100 00
Mr Harvey	20 00
Jabez Gates	5 00
L. F. Whitney	25 00
Miss E. Woolston	36 00
J. G. Koehler	30 00
MERCHANDISE.	
Bruce's Parlor Organ	150 00
Vanhorn & Eckstein	103 00
Newark Patent Package Company	90 00
J. Hall Rohrman	25 00
Charles T. Kern	14 40
Charles Burnham	2 50
Amount previously acknowledged	5722 39
	$6679 19

jy2 I. E. WALRAVEN, Chairman.

SPECIAL NOTICE.

ART GALLERY,
CENTRAL FAIR.

SUBSCRIPTIONS TO THE
NEW YORK AND PHILADELPHIA ALBUMS
OF SKETCHES,
CONTRIBUTED BY THE ARTISTS TO THE
SANITARY FAIR,
Will close on SATURDAY EVENING next, July 2d, at 9 o'clock.

A few shares may still be subscribed for. jy1-2t

NOTICE.—ALL CREDITORS OF the Great Central Fair will please send their accounts forthwith to the office, No. 1323 CHESNUT Street, addressed to Mr. G. A. Wood, Chairman of the Auditing Committee, having first obtained the voucher of the Chairman by whom the account was opened.
je29-4t HORACE HOWARD FURNESS, Secretary.

SUBSCRIPTION OF ONE DAY'S Labor, Income, or Revenue still daily received. Let all promptly respond. Subscriptions duly acknowledged. JOHN W. CLAGHORN, Treasurer's Office, No. 118 S. SEVENTH Street, Philadelphia. je25-7t

A MEETING OF DELEGATES from the Ward Bounty Fund Committees will be held at the District Court Room No. 2, S. E. corner of SIXTH and CHESNUT Streets, on SATURDAY EVENING Next, July 2, at 8 o'clock. A general attendance is requested. DANIEL STEINMETZ, President.
JOHN K. VALENTINE, Secretary. jy1-2t

OFFICE UNION PASSENGER RAILway Company, No. 419 WALNUT Street, June 18, 1864.—The second instalment of Five Dollars on each share of the capital stock of the Union Passenger Railway Company, will be due and payable at the office of said Company on and after July 7, 1864. By order of the Board of Directors. [je18-17t] W. H. KEMBLE, Secretary.

DEAFNESS AND BLINDNESS.—J. Isaacs, M. D., Professor of the Eye and Ear, treats all diseases appertaining to the above-named members with the utmost success. Testimonials from the most reliable sources in the city and country can be seen at his Office, No. 511 PINE Street. Artificial Eyes inserted without pain. No charges made for examination. Office hours from 8 to 11 A. M., 2 to 7 P. M. No. 511 PINE Street. je7-3m

CORNS, BUNIONS, INVERTED Nails, Enlarged Joints, and all Diseases of the Feet cured without pain or inconvenience to the patient, by Drs. ZACHARIE & BARNETT, Surgeon Chiropodists, No. 921 CHESNUT Street. Refer to Physicians and Surgeons of the city. jel1-tf

AMUSEMENTS.

ART GALLERY, LOGAN SQUARE.
FOURTH OF JULY.
THE ART GALLERY,
OF
THE GREAT CENTRAL FAIR,
Will be open to the Public on July Fourth, from 8 A. M until 10 P. M.
ADMITTANCE..............TWENTY-FIVE CENTS.

ART GALLERY,
CENTRAL FAIR.

IT HAS BEEN DECIDED TO KEEP THE
GRAND COLLECTION OF PICTURES
NOW AT
LOGAN SQUARE,
ON EXHIBITION
FOR A FEW DAYS LONGER,
IN AID OF THE
SANITARY COMMISSION.

The Gallery will be opened to the public on every week day, until further notice, from 8 A. M to 10 P. M., on and after Wednesday, June 29.

Season Tickets to July 6, inclusive, 50 cents.

Admission 25 cents. Catalogues 25 cents.

To VANDERLYN'S ARIADNE, 25 cents extra.

Admittance only at the centre door on Vine street.

je28-tf

MRS. JOHN DREW'S NEW ARCH ST. THEATRE.—
BENEFIT OF MISS LOTTA.
CECILE RUSH has kindly volunteered.
TO-NIGHT (SATURDAY) July 2,
The performance will commence with
FAZIO.
Bianca..............CECILE RUSH
Fazio..............Barton Hill
To be followed by the Comedietta of
GOOD FOR NOTHING.
Nan (with song)..............Miss LOTTA
Tom..............Stuart Robson
To conclude with the Tens, Song and Dance, and Hunting the Coon, by Miss LOTTA.

ELEVENTH STREET OPERA HOUSE.—
"THE FAMILY RESORT."
CARNCROSS & DIXEY'S MINSTRELS,
The Great Star Troupe of the World, in their
SELECT ETHIOPIAN SOIREES,
Splendid Singing,
Beautiful Dancing,
Laughable Burlesques,
Plantation Scenes, &c., &c.,
BY TWENTY TALENTED ARTISTS,
EVERY EVENING THIS WEEK.
Tickets, 25 cents. Doors open at 7 o'clock.
ap27-tf J. L. CARNCROSS, Business Manager.

GROVER'S CHESNUT STREET THEATRE.—LEONARD GROVER..............Manager
(Also of Grover's Theatre, Washington.)
COOL AND COMFORTABLE AT ALL TIMES.
THE CENTRIFUGAL FAN
IN OPERATION NIGHTLY.
CONTINUED AND ENTHUSIASTIC SUCCESS
of the
GORGEOUSLY BRILLIANT PRODUCTION,
THE NEW SEVEN SISTERS.
THE NEW SEVEN SISTERS.
THE NEW SEVEN SISTERS.
THE NEW SEVEN SISTERS.
IMPORTANT EXTRA NOTICE.
IMPORTANT EXTRA NOTICE.
GRAND DOUBLE PERFORMANCE
GRAND DOUBLE PERFORMANCE
THIS (SATURDAY) AFTERNOON AND EVENING,
When the entire spectacle will be presented
When the entire spectacle will be presented
When the entire spectacle will be presented
WITH ALL THE NEW SCENES, &c. &c.,
which were received on their former representation with unbounded demonstrations of delight.
MR. J. E. McDONOUGH
MR. J. E. McDONOUGH
MR. J. E. McDONOUGH
in his mirthful impersonation of
MOTHER PLUTO.
MOTHER PLUTO.
MOTHER PLUTO.
PRICES OF ADMISSION.
Dress Circle or Parquette..............50 cents.
Family Circle..............25 cents.
Orchestra Seats..............75 cents.
Six of the Front Benches only are reserved as Orchestra Seats. No extra charge for securing seats.
GRAND PATRIOTIC PERFORMANCE
ON MONDAY, July 4,
And positively last night of the Season.

RUN NO RISK!!!—
We refund the money, if desired, for every lot of Shirts which fail in any respect.
FINE SHIRTS,
CUT LENGTHWISE OF MUSLIN.
Made of New York Mills Muslin, and very fine Linen Bosoms. Only $4·00.
Williamsville Mills Muslin, and fine Linen Bosoms, Only $3·75.
GENTLEMEN'S FURNISHING GOODS.
SMITH & JACOBS,
my3-6m No. 1226 CHESNUT Street.

CLOAKS! CLOAKS!! CLOAKS!!!
CLOAKS! CLOAKS!! CLOAKS!!!
CLOAKS! CLOAKS!! CLOAKS!!!
CLOAKS! CLOAKS!! CLOAKS!!!
CLOAKS! CLOAKS!! CLOAKS!!!
THE EIGHTH STREET CLOAK EMPORIUM,
THE EIGHTH STREET CLOAK EMPORIUM,
THE EIGHTH STREET CLOAK EMPORIUM,
THE EIGHTH STREET CLOAK EMPORIUM,
No 238 N. EIGHTH Street.
No. 238 N. EIGHTH Street.
No. 238 N. EIGHTH Street.
GREAT BARGAINS,
GREAT BARGAINS,
GREAT BARGAINS.
CALL AND PURCHASE,
CALL AND PURCHASE,
CALL AND PURCHASE,
AT
LYMAN'S
LYMAN'S
EIGHTH STREET CLOAK EMPORIUM.
my6-tf No. 238 N. EIGHTH Street.

CLOAKS, COATS, AND MANTILLAS.—Ladies wishing to dress well and economically, will find it to their advantage to visit the Mammoth Cloak and Mantilla Emporium of Mrs. HENRY, Nos. 38 and 40 N. NINTH Street, below Arch, where are to be had all the latest Paris and London styles at prices that will ensure their immediate disposal.
N. B.—A handsome assortment of Ladies' and Gentlemen's Wrappers, Shawls, and Lace Mantillas.
ap12-3m Nos. 38 and 40 N. NINTH Street.

1024 CHESNUT STREET.
The attention of LADIES VISITING THE CITY, or those about LEAVING it for "Watering Places," or "the Country," is respectfully invited to the extensive stock of WHITE GOODS suitable for SUMMER WEAR, for WHITE BODIES, MORNING WRAPPERS, &c.
An extensive assortment is offered in Lace and Worked Edgings and Insertings, Veils, Handkerchiefs, Collars, Sleeves, and in plain and fancy Plaid, Striped, and Figured White Goods AT PRICES MUCH BELOW THEIR PRESENT RETAIL VALUE.
100 Printed Linen Cambric Dresses.
100 pieces Puffed, Tucked, and Striped Muslins.
E. M. NEEDLES.
1024 CHESNUT STREET.

628 HOOP SKIRTS, 628
Manufactory, No. 628 ARCH Street, Above Sixth street, Philadelphia.
Wholesale and Retail.
The most complete assortment of Ladies', Misses', and Children's Hoop Skirts in the city, in every respect first-class, which for style, finish, durability, and cheapness, have no equal in the market.
Skirts made to order, altered, and repaired.
fe1-ly WM. T. HOPKINS.

MADAME DEMOREST'S MIRROR OF Fashion for Summer, now ready, wholesale and retail.
GRAND OPENING OF SUMMER PATTERNS at Mrs. M. A. BINDER'S Temple of Fashion, No. 1023 CHESNUT Street.
Elegant Trimmed Patterns, of all the latest and most reliable styles of Paris Fashions, for Ladies' and Children's Dress. Our arrangements for receiving the latest Parisian designs are perfect, affording always a choice from the freshest and most elegant styles.
Dress and Cloak Making in all its branches, and a perfect fit warranted. Cutting and Basting at the shortest notice. French Fluting and Gauffering.
Stamping for Embroidery and Braiding; Pinking in every variety; Madame Demorest's Prize Medal Skirts; French Corsets, Skirt Elevators, Pads, Shields, Hooks and Eyes, and Charts.
Importing and manufacturing largely, I can and will offer superior inducements to every customer. je7-tuthslm

FLAGS, FLAGS, AND UNION LANTERNS, For Illumination.
JOHN DOLL,
No. 502 MARKET Street,
Importer of
TOYS AND FANCY GOODS.
Just received from Europe, of my own selection, a large assortment of
MEERSCHAUM PIPES, BOWLS, CIGAR TUBES, CHERRY STEMS, &c. je7-tuths-lm
Also, a large variety of Toys and fancy articles.

INVALIDS AND CONVALESCENTS, INvalids and Convalescents,
Invalids and Convalescents,
Invalids and Convalescents,
Especially
Especially
Females in Delicate Health,
Females in Delicate Health,
Females in Delicate Health,
Will find our
California Wines, California Wines,
California Wines, California Wines,
California Wines, California Wines,
peculiarly valuable in all cases of languor and great prostration of strength.
Ask Ask Ask Ask Ask
Ask Ask Ask Ask Ask
Ask Ask Ask Ask Ask
Drs. McClelland, Gebhard, Samuel Jackson, (of the Pennsylvania University),
Hering, Berens, Grover, Hartshorne
Schmoele, Williams, Hartley, Neidhard,
Wilson, Tindal, Vinal, Fondey,
Knorr, Mayland,
and other leading physicians, what they think of the medicinal virtues of California Wines! These gentlemen prescribe our brands, and assure us of the benefits patients receive from their use!
CALIFORNIA WINE AGENCY,
je21-1m No. 42 S. FIFTH street, above Chesnut.

STURGES & FROST, No. 9 MECHANIC Street, Newark, N. J., want first-class Agents in all parts of the United States to sell their Patent Governor. Address as above, with two and three cent stamps, for circular and terms.
Agents clear $10 per day. je31-thstu 1m

IN THE ORPHANS' COURT FOR THE City and County of Philadelphia.
Estate of ELIZABETH WHITE, deceased.
The Auditor appointed to audit, settle, and adjust the first and final account of PATRICK LEVY, Executor of the last will and testament of ELIZABETH WHITE, deceased, and report distribution of the balance remaining in his hands, will meet the parties interested for the purposes of his appointment, on TUESDAY, July 12, A. D. 1864, at 11 o'clock A. M., at his office, S. E. corner of THIRD and CHESNUT Streets, Philadelphia.
je30-thstuth5t O. W. DAVIS, Auditor.

ESTATE OF SOPHIA G. HEBERTON, a minor.—
The Auditor appointed by the Orphans' Court of the City and County of Philadelphia to audit, settle, and adjust the first and final account of ROBERT O. WHITE, Guardian of the Estate of SOPHIA G. HEBERTON, a minor, and to report distribution, will meet the parties interested for the purposes of his appointment, on MONDAY, July 11, 1864, at 10½ o'clock A. M., at his office, No. 717 WALNUT Street, in the City of Philadelphia.
JOHN CLAYTON,
je30-thstu 5t Auditor.

ESTATE OF BERNARD McNUTT, DEceased.
The Auditor appointed by the Orphans' Court for the City and County of Philadelphia to audit, settle, and adjust the second account of JAMES F. SMYTH, administrator of the estate of BERNARD McNUTT, deceased, and to report distribution, will meet the parties interested for the purposes of his appointment, on TUESDAY, July 5, 1864, at 11 o'clock A. M., at his Office, No. 717 WALNUT Street, in the city of Philadelphia.
JOHN CLAYTON,
je23-thstu-5t* Auditor.

MILITARY NOTICES.

HEADQUARTERS PROVOST MARSHAL, First District, Pa.
PHILADELPHIA, June 28, 1864.
The names of persons removing to or from this District will be added to or stricken from the lists of enrolment. Copies of the lists are open for public inspection, and civil officers and all citizens are invited to appear and point out errors in the lists and give such information as may aid in the correction and revision thereof. Any person enrolled may appear before the Board and claim to have his name stricken off the lists if he can show satisfactorily that he is not properly enrolled, on account of *Alienage, Non-residence, Over-age, Permanent Physical Disability.*
A compliance with the foregoing suggestions is earnestly solicited. WM. E. LEHMAN,
je29-tf Captain and Provost Marshal.

WANTED FOR THE UNITED STATES Marine Corps (a varied and exciting life by sea and land), three hundred able-bodied men, to perform the duties of a soldier at our Navy Yard, and aboard United States ships-of-war on foreign stations.
Better compensation than the army. A ship-of-war is a comfortable home. The Marine Corps is the best equipped Corps in the service. Prize Money in abundance.
THE LOCAL BOUNTIES PAID TO RECRUITS.
For all other information apply daily at the Recruiting Rendezvous, No. 311 S. FRONT Street, below Spruce, between the hours of nine and three o'clock.
JAMES LEWIS,
Captain and Recruiting Officer,
my5-tf No. 311 S. FRONT Street.

FURLOUGHS—FURLOUGHS.
Officers and soldiers visiting the city on furloughs, needing
SWORDS,
AND OTHER
MILITARY EQUIPMENTS,
ARE INVITED TO THE EXTENSIVE
MANUFACTURING ESTABLISHMENT
OF
GEORGE W. SIMONS & BRO.
SANSOM STREET HALL,
SANSOM Street, above Sixth.
PRESENTATION SWORDS
Made to order at the shortest notice, which for richness and magnificence challenge competition, no other house in the country combining the MANUFACTURING JEWELER WITH THE PRACTICAL SWORD MAKER. je4

FINANCIAL.

SEVENTH
NATIONAL BANK,
No. 216 MARKET STREET,
(CORNER OF STRAWBERRY.)
Capital $125,000.
To be Increased to $500,000.
DIRECTORS.
HENRY G. MORRIS, of Morris, Tasker & Co., Pascal Iron Works, Fifth and Tasker sts.
CHARLES S. CLOSE, of Close & Nesbit, Builders, No. 231 Reed street.
JAMES M. PRESTON, Manufacturer of Woolen Goods, Manayunk.
J. A. WATERS, of J. A. Waters & Co., Wholesale Grocers, No. 123 Market street.
S. B. COUGHLIN, Real Estate, No. 602 N. Thirteenth street.
WM. P. CLYDE, Agent Phila'a and New York Express S. B. Co., No. 14 S. Delaware Ave.
GEORGE W. HILL, Manufacturer of Carpetings, No. 126 N. Third street.
J. W. SOUDER, Wholesale Boots and Shoes, No. 509 Market street.
J. Z. DEHAVEN, Importer of Wines, Brandies, &c., Nos. 30 and 32 S. Delaware Avenue.
This Bank having been duly authorized to commence business under the National Currency Act, is now prepared to receive DEPOSITS, make Collections, and transact a General BANKING BUSINESS.
Discount days on TUESDAY and FRIDAY of each week.
J. Z. DEHAVEN, President.
E. S. HALL, Cashier.
PHILADELPHIA, June 30, 1864. je30-1m

GOLD, GOLD, GOLD,
SILVER AND BANK NOTES
WANTED.
DE HAVEN & BROTHER,
ja27-1y No. 20 S. THIRD STREET.

SMITH & RANDOLPH,
No. 16 S. THIRD STREET,
BANKERS AND BROKERS.
Specie, Stocks, Quartermasters' Vouchers and Checks, and all Government Securities Bought and Sold. [mh12

FREDK. STEEL & CO.,
BANKERS,
No. 30 S. THIRD STREET,
BUY AND SELL
GOLD, SILVER, AND GOVERNMENT SECURITIES.
STOCKS
BOUGHT AND SOLD ON COMMISSION. [mh14

NEW LOAN. NEW LOAN.
U. S. 10-40'S.
JAY COOKE & CO.,
OFFER FOR SALE THE
NEW GOVERNMENT LOAN,
BEARING FIVE PER CENT. INTEREST IN COIN, redeemable any time after TEN YEARS, at the pleasure of the Government, and payable FORTY YEARS after date.
BOTH COUPON AND REGISTERED BONDS are issued for this Loan, of same denomination as the 5-20's. The interest on $50's and $100's payable yearly; on all other denominations, half yearly. The 10-40 bonds are dated March 1, 1864. The half-yearly interest falling due September 1st and March 1st of each year; until 1st September, the accrued interest from 1st of March is required to be paid by purchasers in COIN or in LEGAL CURRENCY, adding fifty per cent. for premium, until further notice.
ALL OTHER GOVERNMENT SECURITIES BOUGHT AND SOLD.
JAY COOKE & CO.,
mh29-tf No. 114 S. THIRD STREET.

CLARKSON & CO.,
BANKERS,
No. 121 S. THIRD STREET,
PHILADELPHIA.
Government Securities of all Issues Purchased and for Sale. Stocks, Bonds, and Gold Bought and Sold on Commission.
INTEREST ALLOWED ON DEPOSITS.
Collections Promptly Made. fe5-tf

HEWES & RAHM,
BANKERS AND EXCHANGE BROKERS,
No. 52 S. THIRD STREET.
DEALERS IN
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Stocks Bought and Sold on Commission. Collections promptly made. ap30-tf

STOCKS AND SECURITIES
BOUGHT AND SOLD
ON COMMISSION,
DE HAVEN & BROTHER,
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MONEY, TO ANY AMOUNT, loaned upon Diamonds, Watches, Jewelry, Plate, Clothing, &c., at
JONES & CO.'S
OLD ESTABLISHED LOAN OFFICE,
Corner THIRD and GASKILL Streets,
Below Lombard.
N. B.—DIAMONDS, WATCHES, JEWELRY, GUNS, &c.,
FOR SALE AT
REMARKABLY LOW PRICES. je8-1m

OLD GOLD AND SILVER WANTED.
ALSO,
DIAMONDS,
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OTHER PRECIOUS STONES,
BOUGHT FOR CASH, BY
LEWIS LADOMUS & CO.,
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je3-1m

SANITARY FAIR.
CHEAPEST
SUMMER HATS
IN THE CITY.
BOURNE,
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RICHMOND & FOREPAUGH,
MANUFACTURERS AND DEALERS IN
SUPERIOR FURNITURE.
WAREROOMS,
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Above Chesnut, west side. je4-1m

H. DIXON,
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DEALER IN FANCY AND TOILET GOODS,
UMBRELLAS AND PARASOLS,
Fans, Head Dresses,
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BLANK BOOKS AND STATIONERY.—BANKS, BANKERS, MERCHANTS, MANUFACTURERS, RAILROAD COMPANIES, &c., Will find it to their interest to order from the undersigned.
BLANK BOOKS,
PAPER, AND STATIONERY,
All kinds for Business, Professional, and Private use.
For sale at moderate prices by
WILLIAM MANN,
Stationer, Printer, and Blank Book Manufacturer,
ap22-3m No. 43 S. FOURTH Street, Philadelphia.

PRESIDENTIAL CAMPAIGN.
FLAGS,
BANNERS AND TRANSPARENCIES.
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Above Chesnut, Philadelphia.
MANUFACTURER OF
FLAGS,
BANNERS,
TRANSPARENCIES,
AND LANTERNS.
Political Campaign Clubs fitted out with Lanterns, Badges, Banners, and Flags, at reasonable rates. je6-3m

FOR THE ARMY AND NAVY.
EVANS & HASSALL,
MILITARY FURNISHERS,
No. 418 ARCH STREET,
PHILADELPHIA.
Banners, Regimental and Company Flags, Swords, Sashes, Belts, Passants, Epaulets, Hats, Caps, Canteens, Haversacks, Camp Kits, Field Glasses, Spurs, and everything pertaining to the complete outfit of Army and Navy Officers.
A liberal discount allowed to the trade. my10-3m

FLAGS,
BUNTING [illegible]
OF SUPERIOR QUALITY.
SILK FLAGS,
OF SUPERIOR QUALITY.
MUSLIN FLAGS,
OF SUPERIOR QUALITY.
Staffs,
Halliards,
Pulleys, &c.
Wholesale and Retail, at
W. H. HORSTMANN & SONS,
my14-tf FIFTH and CHERRY Streets.

J. H. FOSTER,
AWNING MAKER,
No. 443 N. THIRD Street,
ABOVE WILLOW.
ESTABLISHED 1844.
AWNINGS,
WAGON COVERS,
FLAGS,
SAILS,
TENTS,
FANCY VERANDAHS FOR WINDOWS.
All kinds of work done promptly, and attended to personally, by
JOSEPH H. FOSTER,
No. 443 N. THIRD STREET,
ap29-3m Above Willow.

HENRY HARPER,
DEALER IN
WATCHES, JEWELRY,
SILVER AND PLATED WARE,
No. 520 ARCH Street.
AMERICAN WATCH CO.'S, E. HOWARD & CO.'S, AND REED'S PATENT WATCHES.
All kinds of Silver Ware made in the Factory adjoining the Store. je9-1m

G. W. SIMONS & BROTHER,
SANSOM STREET HALL, PHILADELPHIA,
MANUFACTURERS OF
JEWELRY,
FINE SWORDS
AND [ja4-tf
MILITARY GOODS IN EVERY VARIETY.

JAMES BARBER'S
WHOLESALE AND RETAIL
CLOCK ESTABLISHMENT,
S. E. corner SECOND and CHESNUT Streets, Philad'a.
AGENCY FOR THE PATENT
EQUALIZING THIRTY-DAY CLOCKS,
A very desirable article for Churches, Hotels, Banks, Counting-House, Parlors, &c.
Also, MANUFACTURER OF FINE GOLD PENS.
CLOCKS REPAIRED AND WARRANTED.
ja12-1y Clock Trimmings of every description.

JOHN S. WILSON, IMPORTER AND dealer in WATCHES, Fine JEWELRY, and manufacturer of
SILVER WARE,
No. 112 N. NINTH Street, above Arch, Philadelphia.
The highest price paid for old Silver. my7 tJy12

WM. A. GRAY, N. E. CORNER OF SIXTH and MINOR Streets, buys Diamonds, Watches, Gold, Silver, and Loan Tickets.
THOSE IN WANT OF MONEY,
CALL.
All business confidential. my18-3m

NET CASH DRUG HOUSE.
WRIGHT & SIDDALL
No. 119 Market Street
BETWEEN FRONT AND SECOND STREETS.
G. W. WRIGHT. F. H. SIDDALL.
DRUGGISTS, PHYSICIANS,
AND
GENERAL STOREKEEPERS,
Can find at our establishment a full assortment of Imported and Domestic Drugs, Popular Patent Medicines, Paints, Coal Oil, Window Glass, Prescription Vials, &c., at as low prices as genuine first-class goods can be sold.
FINE ESSENTIAL OILS
For Confectioners, in full variety, and of the best quality.
Cochineal, Bengal Indigo, Madder, Pot Ash, Cudbear, Soda Ash, Alum, Oil of Vitriol, Annatto, Copperas, Extract of Logwood, &c., FOR DYERS' use, always on hand, at lowest net cash prices.
PURE SPICES FOR FAMILY USE,
Ground expressly for our sales, and to which we invite the attention of those in want of reliable articles.
Also, *INDIGO, STARCH, MUSTARD, &c., of extra quality.*
Orders by mail, or city post, will meet with prompt attention, or special quotations will be furnished when requested.
WRIGHT & SIDDALL,
Wholesale Drug Warehouse,
ja11-1y No. 119 MARKET Street, above Front.

GEORGE W. & T. VOIGT'S
GLASS WAREHOUSE,
Nos. 321 and 323 BRANCH Street.
Glassware for Hotels and Restaurants, Confectioners, Perfumers, and Druggists.
Also, the largest assortment of
GLASS SHADES
for Wax Fruit, Ferneries, Clocks, &c. Potichomania Vases and Card Receivers. je7-1m

HENRY SIMONS,
UNITED STATES NATIONAL
WAGON AND COACH WORKS,
Office, No. 521 NEW MARKET Street,
And Factory, corner of
SECOND AND CUMBERLAND STREETS,
PHILADELPHIA.
All and every kind of
WAGONS, CARTS, DRAYS, WHEELBARROWS, and TIMBER WHEELS, adapted to Army, Road, Sutler, or Plantation purposes. All work warranted.
Orders promptly attended to. ja4-tf

EDMUND A. SOUDER & CO.,
COMMISSION MERCHANTS,
AND SHIP AND STEAMBOAT AGENTS,
DOCK STREET WHARF,
PHILADELPHIA.
EDMUND A. SOUDER,
ARCHIBALD GETTY,
STEPHEN T. SOUDER. ja4-tf

EXPLOSIONS.—LET EVERY MAN WHO owns a Steam Boiler read this notice.
Ashcroft's Low Water Detector never fails to give from one-half to two hours' warning, as desired, that the water is getting low in the boiler, and that danger is approaching. The instrument requires no care, and is warranted in every instance.
Also, Steam and Water Gauges, with Scotch glass tubes, self-cleansing gauge-cocks, &c.
Send for circular containing Philadelphia letters and circulars. AUGUSTUS S. BATTLES,
je8-1m No. 24 N. SIXTH Street.

NO DECEPTION.—NO INFERIOR COAL purchased to offer below the cost price. [illegible] above Race, [illegible] SAMUEL W. HESS, [illegible] VEIN, best and cast side, sells the genuine [illegible] $10; Large Nut, $9 purest mined. Egg and Stove [illegible] per ton.
Consumers should make their purchases at once, previous to another advance. je14-1m

AUCTION SALES.

ART GALLERY,
LOGAN SQUARE.
AUCTION.
THE AUCTION SALE OF
WORKS OF ART,
DONATED TO THE
SANITARY COMMISSION
AT THE
GREAT CENTRAL FAIR,
Will take place
ON TUESDAY EVENING, JULY 5, AT 8 O'CLOCK.
To be continued on the following evening, if necessary.
Particulars in a future advertisement.
Catalogues in a few days. je29-6t

PROPOSALS.

ASSISTANT QUARTERMASTER-GENERAL'S Office, [illegible] June 29, 1864.
[illegible] office until [illegible]
Waist [illegible]
Canteen Webbing, 1-inch, [illegible] required.
Samples may be seen at this office. Bidders must state in their proposals the price, which must be given in *writing* as well as figures; the *quantity*, and *time of delivery.*
Each bid must be guaranteed by two responsible persons, whose signatures must be appended to the guarantee.
Bids from defaulting contractors will not be received.
Blank forms for proposals can be had on application at this office, and each bid must be endorsed with the name of the particular article bid for.
G. H. CROSMAN,
je30-6t d Ass't Q. M. General, U. S. A.

SUBSISTENCE OFFICE, UNITED STATES Army, No. 29 SOUTH Street,
BALTIMORE, Md., June 28, 1864.
Sealed Proposals, *in duplicate*, will be received at this office until 12 M., on WEDNESDAY, July 13, 1864, for furnishing the United States Subsistence Department with—
FOUR THOUSAND (4000) HEAD OF BEEF CATTLE on the hoof, delivered at the State Cattle Scales, at Baltimore, Md., in lots of (1000) one thousand each every (10) ten days; to be weighed within one and a half days after arrival, at the expense of the contractor. They must average about (1300) thirteen hundred pounds gross weight; all falling short of (1000) one thousand pounds gross weight, Bulls, Stags, Oxen, Cows, Heifers, and Hornless Cattle will be rejected.
A deduction of ten (10) pounds will be made from the weight of each Steer accepted under this contract, provided the animal does not stand in the pens two and one-half hours before being weighed, or is not weighed immediately after removal from the cars.
Blank forms for proposals can be had on application at this office, either in person, or by mail, or telegraph.
The Government will claim the right of weighing any one animal separate, if its appearance indicates less weight than the minimum mentioned above; the expense of weighing will be paid by the party erring in judgment.
Each bid, to secure consideration, must contain a written guarantee of two responsible persons, as follows:—
We ——, of the County of ——, State of ——, do hereby guarantee that —— is (or are) able to fulfil a contract in accordance with the terms of his (or their) proposition, and should his (or their) proposition be accepted, he (or they) will at once enter into a contract in accordance therewith, and we are prepared to become his securities, giving good and sufficient bonds for its fulfilment.
The responsibility of the guarantors must be shown by the official certificate of the Clerk of the nearest District Court, or of the United States District Attorney, to be enclosed with the bid.
Bidders must be present to respond to their bids, and prepared to give bonds and sign the contract before leaving the office.
The Government reserves to itself the right to reject any or all bids considered unreasonable.
Payments to be made after each delivery in such funds as may be on hand; if none on hand, to be made as soon as received.
Proposals must be endorsed distinctly "PROPOSALS FOR BEEF CATTLE," and addressed to "Captain J. H. GILMAN, C. S., Baltimore, Maryland."
If a bid is in the name of a firm, their names and their post office address must appear, or they will not be considered.
Each person or every member of a firm offering a proposal must accompany it with an oath of allegiance to the United States Government, if he has not already filed one at this office.
All bids not complying strictly with the terms of this advertisement will be rejected.
J. H. GILMAN,
je30-11t Captain and C. S., U. S. A.

BARLOW'S INDIGO BLUE,
PUT UP AT
WILTBERGER'S
DRUG STORE,
No. 233 N. SECOND Street,
PHILADELPHIA.
Will color more water than four times the same quantity of ordinary Indigo.
The new Label does not require a stamp.
It is Warranted to Give Satisfaction.
It is retailed at the same price as the Imitations and Inferior Articles. je13-1m

PAINTING!! PAINTING!!
No. 47 S. THIRD STREET,
ABOVE CHESNUT,
Philadelphia.
FAHY & BROTHER,
HOUSE, SIGN, AND ORNAMENTAL PAINTERS.
Graining, Glazing, Gilding on Glass, Kalsomining, Paper Varnishing, &c. au16-tf

WRITTEN AND VERBAL DESCRIPtions of Character, Constitution, and Talent, with Advice on Business, Health, Education, Self-Improvement, Management, and Training of CHILDREN, Social Adaptation, &c., day and evening, by JOHN L. CAPEN,
Phrenologist and Bookseller,
ap13-3m No. 25 S. TENTH Street, above Chesnut.

MATHEMATICAL DRAFTING INSTRUMENTS.
Chesterman's Metallic and Steel-tape Measurers.
For sale by
JAMES W. QUEEN & CO.,
No. 924 CHESNUT Street.
Priced and Illustrated Catalogues gratis. je4-1m

BEDDING EMPORIUM,
No. 9 S. SEVENTH Street.
MATTRESSES, MATTRESSES,
of Hair, Palm, Excelsior, and Husk.
FEATHER BEDS, BOLSTERS, AND PILLOWS,
WOOD AND IRON BEDSTEADS,
SPRING BEDS AND COTS.
N. B.—Repairing and renovating attended to with care and despatch. No. 9 S. SEVENTH Street. je3-3m

OPERA GLASSES AND OFFICERS' FIELD GLASSES.
Microscopes for Physicians and Students.
A very large assortment for sale by
JAMES W. QUEEN & CO.,
je4-1m No. 924 CHESNUT Street.

MEDICAL PURVEYOR'S OFFICE.
NEW YORK, June 28, 1864.
Inventors and Manufacturers of ARTIFICIAL LIMBS (arms and legs) are invited to present specimens of their Models to a Board of Medical Officers, constituted by order of the Acting Surgeon-General U. S. A., at the Medical Purveyor's Office, No. 465 BROOME Street, in this city, on or before the eleventh day of July next, with a view to the adoption of the best models.
(Signed, by order) B. A. CLEMENTS,
Assistant Surgeon, U. S. A.,
je29 tjy11 Recorder of Board.

SPECTACLES TO SUIT ALL SIGHTS.—
ARTIFICIAL HUMAN EYES.
Inserted without pain, by
JAMES W. QUEEN & CO.,
je4-1m No. 924 CHESNUT Street.

THE ARTIFICIAL HAND.
H. A. GILDEA,
Inventor and Manufacturer of the
ARTIFICIAL ARM,
Approved and adopted
BY THE
SURGEON-GENERAL OF THE UNITED STATES,
for Soldiers,
Has permanently located his Office and Factory at No. [illegible] S. FOURTH Street, six doors below Spruce, Philadelphia.
je 20-3m

COUSTY'S TEA WAREHOUSE.—ESTAblished in 18[illegible].—Importer and Dealer in Fine Teas, Wines, and Liquors,
Choice Havana Cigars,
Cross & Blackwell's Pickles and Sauces
English and Scotch Ale and Porter, Canned Meats, Fruits, Soup, &c.
Navy Messes put up with care, At No. 118 S. SECOND Street.
JOSHUA H. COUSTY.
ja28 1y

TO SHIP CAPTAINS AND OWNERS.—The undersigned having leased the KENSINGTON SCREW DOCK, begs to inform his friends and the patrons of the Dock that he is prepared with increased facilities to accommodate those having vessels to be raised or repaired, and being a practical ship-carpenter and caulker, will give personal attention to all vessels entrusted to him for repairs.
Captains or Agents, Ship Carpenters and Machinists having vessels to repair, are solicited to call.
Having the agency for the sale of "Wetterstedt's Patent Metallic Composition," or Copper Paint, for the preservation of vessels' bottoms, for this city, I am prepared to furnish the same on favorable terms.
JOHN H. HAMMITT,
Kensington Screw Dock,
mh11-tf Delaware Avenue, above Laurel Street.

REMOVAL.—THOMAS M. FLOWMAN, Carpenter and Builder, has removed his shop from No. 23 Strawberry street to No. 232 CARTER Street, adjoining the old Post Office Building. Having increased facilities for carrying on the business extensively, he hopes to receive a share of public patronage. je4

Evening Telegraph

SATURDAY, JULY 2, 1864.

AMUSEMENTS.

BRASS VERSUS TALENT—THE PATRONS OF THE CHESNUT STREET THEATRE IN DOUBT—TRINCULATION OF THE SEVEN SISTERS—NEW SCENES AND STEELE CUTS.—Last week we noticed large posters, announcing that Mr. Nicoll McIntyre, principal light comedian of the Royal Haymarket Theatre, London, would appear as "Lord Dundreary," in the new scenes which were to be introduced in the drama of the *Seven Sisters*. As we have been a constant reader of foreign theatrical news for the last three years, we thought that there must have been some mistake in this announcement. As we have read, Messrs. Buckstone and Compton have been the low comedians, and Messrs. Howe and Farren the light comedians at the Haymarket Theatre for a long time. Mr. Sothern is in his second year as "Lord Dundreary" in this same theatre, and recently, not having succeeded as well in the burlesque of *David Garrick*, he has returned to his great impersonation of "my noble lord." Being thus impressed with the comic features of the Haymarket, is it any wonder that we were astonished to read that the "principal light comedian" of that theatre was in our city, and would give us his great impersonation of "Lord Dundreary" as performed by him in [illegible] indefinite number of times?

But as the well-executed cut of the fastidious lord stared us in the face at every corner, we determined not to forego so great a theatrical treat as we were sure the "principal light comedian of the Royal Haymarket" would give us. Accordingly, with an opera-glass as free from dust as a bridal wreath, we took an humble position in the Chesnut Street Theatre last Monday evening, and with a mingled feeling of awe and reverence awaited the appearance of the luminary from over the raging sea. The first act, over which we had so often before enjoyed a hearty laugh, had no interest for us—our thoughts were on "Dundreary" and the talent of the Royal Haymarket. Before our imagination arose a man greater than Sothern, the great original—an embodiment of the hopping, lisping, senseless, foppish, and conceited "*Dundreary*," in comparison with whom Sothern was the merest mountebank. In our guileless heart we also saw the Haymarket Theatre empty and its manager frantic, because the "principal light comedian" no longer trod its boards.

The first act dragged its slow length along, and the curtain fell with a thug, which suggested the importance of the individual whom it would reveal to our gaze on its second rising. Time went slowly by, and the curtain rose. Mr. McIntyre appeared. Oh! oh! ha! ha! oh! oh! * * * * * * * !!! Illy dressed, worse spoken, and worst acted—who would have thought that poor "Dundreary" could have fallen into such bad hands?

We could say much on this subject of Mr. Nicoll McIntyre and *his* "Lord Dundreary," but as he has lately arrived in this country, we will dismiss his miserable impersonation with this admonition, that if the Royal Haymarket Theatre is still in want of a "principal light comedian," he had better secure the situation—if possible. The character of "Lord Dundreary" is simply the caricature of an idea. He has no existence in society, but is the creation altogether of Mr. Sothern's brain. If any other actor than Sothern attempts the delineation of such an idea-embodiment, he can be good only so far as he successfully imitates Sothern. Mr. McIntyre has neither the genius to create nor the talent to imitate such an impersonation.

Miss Katie Baker, as "little Lord Dundreary," made up very well, and acted with an archness quite refreshing in comparison with the stupidity of her companion. It is, indeed, surprising to [illegible] in this little girl histrionic talent which years [illegible] fail to develop in many of the followers of the stage. Mr. Sherry, as "Arthur," [illegible] the former rendition of the same character. [illegible] was quite an improvement upon [illegible]

We do not think that the *Seven Sisters* have been improved, however, by the introduction of new scenes. As for the additional dialogue by Mr. Steele, we are surprised to think that one bearing such a sharp name could write wit so pointless. The skating scene was very ineffectively done on the first two or three evenings, having but one redeeming feature in it, and that—the drowning of Haymarket "Dundreary." It is evident that the utter worthlessness of the "Lord Dundreary" has greatly damaged the reputation of the new *Seven Sisters*, and we advise them to cut his acquaintance altogether. No drama, if we take into consideration the heated term through which the country has recently passed, has ever had such a successful run at the Chesnut as the *Seven Sisters*. Taken as a whole it has been well produced, and, barring the occasional absence of several of the principal actors, but little fault could be found with the cast of characters. Miss Gemmon, Miss Gourley, Katie Baker, Messrs. McDonough, Ward, Donaldson, and Lennox have all acquitted themselves very creditably. We must not forget to compliment the "heavy man" in the rehearsal scene. He resembled, in form and make up, the great Edwin, and gave very good imitations of the gutturals, sneezes, and subdued howls of that eminent tragedian.

IDA LEE—CECILE RUSH—BANJO PLAYING—MRS. MCGOWAN'S REEL—MISS LOTTA.—This week the Arch Street Theatre has been dividing its attention between the drama and the eccentricities of a California comedienne. Mrs. Cecile Rush, a lady who has been a very successful actress in the West, essayed a star engagement, and appeared in *Ida Lee*, a play adapted from the popular novel, "Jane Eyre," by George Marlowe, Esq., of this city. John Brougham several years ago dramatized this novel and produced it with moderate success in London. Mr. Marlowe has not, however, in his dramatization adhered altogether to the original story, but wherever the dramatic effect could be enhanced by any additions or alterations he has not failed to avail himself of such an opportunity. He has done his work well and given us a chaste and elegantly written drama, such as we have not seen upon the stage for a long time. Unfortunately, however, the public taste has become so vitiated that we are afraid such a quiet play will never become popular, since it lacks the sensational element. Mrs. Rush, as the orphan girl, played with much taste and judgment, although she did not look young enough for the character. In her scenes with "Lord Remington" she was particularly good, and read her lines with much power. As an actress, however, we think she is lacking in vivacity and animation; and while we are willing to accord that she has considerable talent, we do not think her possessed of genius. She has a good appearance, seems to be well versed in stage business, and is an excellent elocutionist; but after all, she lacks the power of forcibly impressing one with her impersonations. Last evening she received a benefit and appeared as "Deborah" in a new version, by Mr. Marlow, of *Leah, the Forsaken*. Miss Price, Miss Carr, Barton Hill and Mr. Wallis deserve especial praise for the excellent manner in which they have supported Mrs. Rush during the past week. Miss Lotta has achieved a perfect success at the Arch by her humorous delineations. While her performance is more properly allied to that of a first-class concert saloon, still it formed a very pleasing contrast to its predecessor, *Ida Lee*. For a young lady still in her teens she played upon the banjo extremely well, and gave a negro [illegible] in first-rate style. In Mrs. McGowan's reel she was irresistibly comic, and left Mrs. Barney Williams far in the background. In the burletta of *Jenny Lind* she sang and acted with a vivacity and talent very extraordinary in one so young, and proved that her California reputation was well deserved. As a comedienne, we believe in time that she will surpass any lady on the American stage, and we [illegible] that she will not throw away, in any inferior position, such unusual comic talent. She [illegible] benefit this evening.

WAL[illegible] THEATRE.—Mr. Roberts, notwithstanding [illegible] many difficulties with which he has had to contend, [illegible] the representation of his drama at the Wal[illegible] completed a very successful engagement. [illegible] has achieved such a [illegible] "Mephistopheles" be[illegible] public will go to see him [illegible] reputation that the [illegible] so unfortunate as to be supported by [illegible] It was fortunate for him that [illegible] actors. [illegible] depend upon the scenic talent of [illegible] to the last scene in his popular drama, [illegible] excellence was wholly owing to his own [illegible] and liberality.

Of Mrs. Thayer as "Dame Martha" we have spoken in praise before. This lady is especially noted for the correctness with which she dresses all her characters, as well as the able manner in which she always acquits herself as an actress. Next season she is to be the "leading old woman" at the Arch Street Theatre, where she will have a better opportunity to display the talent for which she is so justly celebrated. Miss Jefferson, whose "Oliver Twist" has long since taken its rank among the best delineations on the American stage, is also to appear at the Arch next season, as well as Miss Annie Graham. The vacancy which their departure creates at the Walnut will not be easily filled. Good actors are in high demand for next season. The time was when actors fawned upon the managers, but now the manager is obliged himself to play the agreeable, and give a respectable salary. How the Walnut Street Theatre management will meet this new system of things remains to be seen. But judging from the past we do not think that a liberal policy will be adopted, but rather that its patrons will be bored as usual with old scenery, old plays, worthless stars, and still more worthless supernumeraries.

A Federal Engineer in Luck.

A Washington letter says that Major Merritt, formerly holding the position of Engineer-in-Chief in the United States gunboat service, has fallen heir to an estate valued at $2,500,000. It appears that having resigned his position, he was tendered another by the British Government, as constructing engineer in one of their navy yards, at a salary of £1500 per annum.

His uncle, Hon. W. H. Merritt, member of the Legislative Council of Canada, urged him very hard to accept the position in opposition to the wishes of another uncle, Charles Merritt, of Portland, Maine, who had always taken a deep interest in his welfare.

The Major seeing then a prospect of a war with England, promptly decided against accepting the proffered position. This action, while it gave offense to his Canadian uncle, it seems, pleased his Portland relative so well that he made him his sole heir to an estate amounting to the handsome sum of two million and a half dollars.

What "T. W." Thinks of Chase's Resignation.

"MORE PRECIOUS THAN A MILITARY VICTORY"—"THE LONG WEARY DAY OF DESPOTISM OVER."

From the Albany Evening Journal, June 30.

The people will breathe more freely—hope, almost worn out, will revive with the intelligence of to-day—Mr. Chase out of, and Governor Tod in, the Treasury Department!

Heaven be praised for this gleam of national sunshine! It is more precious, even, than a military victory. It is a glorious financial achievement. The long, weary day of despotism is over. One clog is removed. A man who did not desire a restoration of the Union is out of the Cabinet. We begin now to penetrate the darkness which has so long shrouded the political horizon. T. W.

How Lee Repairs his Broken Railroads.

The facility with which General Lee repairs his railroads, after they have been torn up by our cavalry raiders, is accounted for by facts, the truth of which is undoubted.

General Lee has, in conjunction with several English railroad engineers, organized a corps of railroad constructors, which has this matter in hand. Large supplies of railroad iron have been received from abroad, and duplicates of all important bridges are also on hand.

With this agency and these means, the damage which can be done is rendered merely temporary; and it is quite certain that the Rebels were able in a marvellously short space to put in running order both the Virginia Central and the Lynchburg roads. It can hardly be claimed therefore, that the enemy's communications are to-day in any respect seriously embarrassed.

THE WHITE HOUSE,
LOCATED ON
MASSACHUSETTS AVENUE,
Between the Ocean and Railroad, at
ATLANTIC CITY,
IS NOW PREPARED TO RECEIVE VISITORS.

The Proprietor, thankful for past liberal support, pledges himself to spare no efforts that will contribute to the happiness of his patrons, and secure for them the comforts of a home at the sea-side.
For information address
WM. WHITEHOUSE,
je25-sw3w* ATLANTIC CITY.

BROWN'S MILLS BOARDING HOUSE.—The former patrons and friends of the Boarding House originally kept by the Brown family, at Brown's Mills, in the township of Pemberton, county of Burlington, and State of New Jersey, are hereby informed that the subscriber, being of the same family, is keeping the said house, and is now ready to accommodate all who will favor him with their company. The house and grounds are provided with all things necessary for the comfort and amusement of visitors, who may rest assured that every attention will be paid to their convenience and comfort.
THOMAS SCATTERGOOD, Proprietor.

By Stage—Passengers take [illegible] the Steamboat foot of Walnut street Wharf, at 2 o'clock P. M., for Camden, from thence by cars for Burlington and Mount Holly, to Pemberton, where the proprietor will have stages in readiness to convey passengers five miles, to Brown's Mills.
JOHN HORNENS,
je18-stuth-1m Proprietor of Stages.

CONSTITUTION HOUSE.
ATLANTIC CITY, N. J.

The subscriber begs leave to inform his friends and the public in general that he is prepared to receive visitors, and pledges himself that no pains or expense will be spared to make his guests comfortable during their stay on the Island.
TERMS MODERATE.
JAMES J. BARR, Proprietor.
For further information, inquire at the GLOBE HOTEL, SIXTH, below Chesnut street, Philadelphia. je5-1m

CONGRESS HALL, ATLANTIC CITY.—I would respectfully inform my friends and the public, that I have again taken Congress Hall, this being the third year, and have made every preparation for the coming season, the house being enlarged, remodelled, new furniture, the chambers with spring beds, &c., &c., and will accommodate four hundred guests. You will find no better place than Congress Hall. It is the nearest to the ocean of any of the large houses of Atlantic City, being but one hundred yards from the beach, thus presenting itself [illegible] to the public. There cannot be any better [illegible] bathing than at [illegible] last season has all been swept away by the high tides of last [illegible] winter, forming itself the best bathing [illegible] on the Atlantic sea-board.
There is an excellent Band of Music engaged.
Attached is a splendid Billiard Room.
je13-tf G. W. HINKLE.

INLET HOUSE,
ATLANTIC CITY,
NEW JERSEY.
GEO. D. GLENN, Proprietor.
(Long and favorably known as proprietor of OYSTER BAY, SIXTH and CHESNUT Streets.)
Parties accommodated with Boats, Fishing Lines, &c., &c.
Cars run to the house every twenty minutes. je9-tf

THE ALHAMBRA, ATLANTIC CITY, N. J., is now open for visitors. The rooms and table are unsurpassed by any on the Island. Terms moderate.
je30-1m* DUBOSQ & YOUNG, Proprietors.

UNITED STATES HOTEL,
ATLANTIC CITY, NEW JERSEY.
This celebrated Hotel is now open for the reception of guests, and is under the supervision of Colonel James W. Powers, with Mr. Edward Hartwell as Assistant.
Practical and experienced persons have been employed for each department, and every exertion will be made to conduct the same to the entire satisfaction of the public.
After July 1, four trains will leave Vine Street Ferry, daily; the Fast Line through in two hours, without stopping at the way stations.
A passenger car will be run from the Hotel to the Inlet every twenty minutes.
Hassler's Band, under the direction of Mr. Simon Hassler, has been engaged for the season.
Persons wishing to engage rooms will address
BROWN & WOELPPER, Proprietors,
Atlantic City, New Jersey.
N. B.—The Sand Bar which last year formed opposite the shore has entirely disappeared, leaving the beach one of the best and safest on the coast. je25-1m

EXCHANGE HOTEL, ATLANTIC CITY.—The subscriber, grateful for past favors, tenders thanks to his patrons and the public for the generous custom given him, and begs leave to say that he is now open for the season, and ready to receive boarders, permanent and transient, on the most moderate terms. The bar will always be supplied with the choicest wines, liquors, and cigars, and superior old ale. The tables will be set with the best the market affords.
Fishing lines and tackle always on hand.
Stable room on the premises.
All the comforts of a home can always be found at the Exchange.
je9-tf GEORGE HAYDAY, Proprietor.

COLUMBIA HOUSE,
ATLANTIC CITY,
NEW JERSEY.
SITUATE ON KENTUCKY AVENUE,
OPPOSITE THE SURF HOUSE.
EDWARD DOYLE, Proprietor.
Terms to suit the times. je9-tf

SEA-BATHING—SEA-BATHING.
NATIONAL HALL,
CAPE ISLAND, CAPE MAY, N. J.
Children under 12 years of age and servants half price.
Superior accommodations and ample room
FOR TWO HUNDRED PERSONS.
je24-2m AARON GARRETSON, Proprietor.

HOWLAND HOTEL.
LONG BRANCH, NEW JERSEY,
Will be opened for the
RECEPTION OF GUESTS,
On Wednesday, June 15.
je3-1m HOWLAND, HERBERT & CO.

LEDDY'S
HOTEL,
SOUTHWEST CORNER OF
NINTH and SANSOM Streets,
OPPOSITE CONTINENTAL.
The resort of [illegible] a Pure Beverage, [illegible] Refined Taste, who appre[illegible]
je20-1m

CLOTHING.
SPRING OF 1864.
EXTENSIVE CLOTHING HOUSE,
Nos. 303 and 305 CHESNUT STREET,
PHILADELPHIA.

EXTENSIVE CLOTHING HOUSE, Nos. 303 and 305 CHESNUT STREET.

The facilities of this house for doing business are such that they can confidently claim for it the leading position among the Tailoring Establishments of Philadelphia. They, therefore, invite the attention of gentlemen of taste to their superb stock of
READY-MADE CLOTHING,
cut by the best artists, trimmed and made equal to Customer Work—AND AT
POPULAR PRICES.
They have also lately added a CUSTOM DEPARTMENT, where the latest novelties may be found, embracing some fresh from London and Paris.

CUSTOM DEPARTMENT, No. 303 CHESNUT STREET.

PERRY & CO.,
Nos. 303 and 305 CHESNUT STREET,
CUSTOM DEPARTMENT, 303 CHESNUT STREET.
my4-wsfm

INSURE YOUR LIFE
IN YOUR OWN HOME COMPANY,
THE
AMERICAN,
OF PHILADELPHIA,
S. E. Corner of Fourth and Walnut Streets.
Insurers in this Company have the additional guarantee of
$250,000
CAPITAL STOCK all paid up IN CASH, which, together with CASH ASSETS, now on hand, amount to OVER
$800,000.
INCOME FOR THE YEAR 1863 OVER
$200,000.
LOSSES DURING THE YEAR AMOUNTING TO OVER
$62,000.
DIVIDENDS MADE ANNUALLY, thus aiding the insured to pay premiums.
The last DIVIDEND on all Mutual Policies in force December 31, 1863, was
FIFTY PER CENT.
Of the amount of PREMIUMS received during the year.
Its TRUSTEES are well-known citizens in our midst, entitling it to more consideration than those whose managers reside in distant cities.

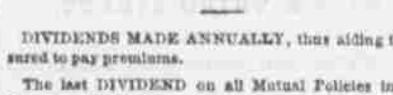
Alexander Whilldin,	William J. Howard,
J. Edgar Thompson,	Samuel T. Bodine,
George Nugent,	John Aikman,
Hon. James Pollock,	Charles F. Heazlitt,
Albert C. Roberts,	Hon. Joseph Allison,
P. B. Mingle,	Isaac Hazlehurst.
Samuel Work,	

ALEX. WHILLDIN, PRESIDENT.
SAMUEL WORK, VICE-PRESIDENT.
JOHN S. WILSON, fe13-mwslm
SECRETARY AND TREASURER.

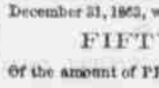
FIRE INSURANCE.—
THE HOME INSURANCE COMPANY
OF PHILADELPHIA,
No. 150 S. FOURTH STREET.
CASH CAPITAL $100,000.
This Company is prepared to insure against loss or damage by FIRE on buildings, either permanent or for a LIMITED time, and on MERCHANDISE generally.
DIRECTORS.

James Brown,	Thomas Kimber, Jr.,
Chas. A. Duy,	Henry S. McComb,
Wm. D. Lewis,	Lemuel Coffin,
Chas. F. Norton,	Chas. P. Bayard,
Wm. N. Needles,	J. Hillborn Jones,
John D. Taylor,	John Woodside.

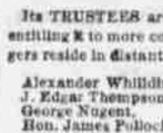
JAMES BROWN, President,
CHAS. A. DUY, Vice-President.
THOMAS NEILSON, Secretary. jell-1m



GUM-ELASTIC CRUTCHES, GUM-ELASTIC
CRUTCHES!—These Crutches have a Gum Tube across the top, making a soft and elastic support to the arm, and enabling the wearer to walk with more comfort than can be derived from any other crutch. The tops are so made as to be applied to any crutch. Patented December, 1863.
J. HARTMAN,
ap19-3m No. 11 S. SECOND Street, below Chesnut.



PHILADELPHIA SURGEONS' BANDAGE INSTITUTE, No. 14 North NINTH Street, above Market. Ruptures radically cured by B. C. EVERETT'S Premium Patent Graduating Pressure Truss. Superior Elastic Belts, Elastic Stockings, Supporters, Shoulder Braces, Suspensories, Crutches, &c. my25-1y



TRUSSES, BRACES, &c., skilfully adjusted by C. H. NEEDLES, cor. of TWELFTH and RACE Streets. Ladies' Department for same, conducted by ladies, TWELFTH Street, first door below Race. The most complete and varied stock on hand, consisting, in part, of Trusses, Supporters, Shoulder Braces, Belts, Bandages, Elastic Stockings, Syringes, Articles for Nursery, Sick Room, &c. je19-3m

HOW TO DESTROY
ROACHES, RATS, MICE,
Bed Bugs, Ants, &c., &c.,
USE
BURT'S VERMIN EXTERMINATOR.
IT IS INFALLIBLE! IT IS INFALLIBLE!
Is put up in Large Boxes for 25 Cents.
Is all ready for use, without mixing with other articles.
Does not Spoil or Get Dry and Worthless by Keeping,
Like some Other Preparations.
VERMIN ARE EXTRAVAGANTLY FOND OF IT.
RATS AND MICE DIE OUT OF THEIR HOLES.
Is Not Dangerous to Use.
Gives Satisfaction to all who use it.
Sold by all Druggists and Dealers throughout the United States.
CAUTION.—Be sure and ask for Burt's Exterminator, in large boxes, with the red label, and signed by the Proprietor, E. Burt, Jr. Take no other.
Depot, No. 189 S. TENTH Street, above Walnut.
Manufactory, No. 130 JUVENAL Street, above Walnut, between Tenth and Eleventh, Philadelphia, Pa.
my3-mws3m

BRIDESBURG MACHINE WORKS,
OFFICE,
No. 65 N. FRONT STREET,
PHILADELPHIA.
We are prepared to fill orders to any extent for our well-known
MACHINERY FOR COTTON AND WOOLEN MILLS,
Including all recent improvements in Carding, Spinning, and Weaving.
We invite the attention of manufacturers to our extensive works.
jall-tf ALFRED JENKS & SON.

PENN STEAM ENGINE AND BOILER Works.—NEAFIE & LEVY, Practical and Theoretical Engineers, Machinists, Boiler-makers, Blacksmiths and Founders, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, &c. &c., respectfully offer their services to the public as being fully prepared to contract for Engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and low pressure, Flue, Tubular, and Cylinder Boilers, of the best Pennsylvania charcoal iron. Forgings, of all sizes and kinds; Iron and brass Castings of all descriptions; Roll-turning, Screw-cutting, and all other work connected with the above business.
Drawings and specifications for all work done at this establishment free of charge, and work guaranteed.
The subscribers have ample wharf-dock room for repair of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, &c., &c., for raising heavy and light weights.
JACOB C. NEAFIE,
JOHN C. LEVY,
je3-tf BEACH and PALMER Streets.

NEW COMPANIES FORMING CAN BE supplied with
CERTIFICATES OF STOCK,
TRANSFER BOOKS,
STOCK LEDGERS,
CHECKS, NOTES, DRAFTS,
And every variety of Account Books and Stationery, on reasonable terms, at
WILLIAM MANN'S,
Stationer, Printer, and Blank Book Manufacturer,
No. 43 S. FOURTH Street, Philadelphia.
ap22-3m

DR. W. R. MERWIN & CO.'S COLUMN FOR THE CHEROKEE MEDICINES.
COMPOUNDED FROM ROOTS, BARKS, AND LEAVES.

CHEROKEE REMEDY, the great Indian Diuretic, cures all diseases of the urinary organs, such as Incontinence of the Urine, Inflammation of the Bladder, Inflammation of the Kidneys, Stone in the Bladder, Stricture, Gravel, Gleet, Gonorrhœa, and is especially recommended in those cases of Fluor Albus (or Whites in females) where all the old nauseous medicines have failed.

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It is prepared in a highly concentrated form, the dose only being from one to two teaspoonfuls three times per day.

It is diuretic and alterative in its action; purifying and cleansing the blood, causing it to flow in all of its original purity and vigor; thus removing from the system all pernicious causes which have induced disease.

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CHEROKEE INJECTION is intended as an ally or assistant to the CHEROKEE REMEDY, and should be used in conjunction with that medicine in all cases of Gonorrhœa, Gleet, Fluor Albus or Whites. Its effects are healing, soothing, and demulcent; removing all scalding heat, chordee, and pain, instead of the burning and almost unendurable pain that is experienced with nearly all the cheap quack Injections.

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By the use of the CHEROKEE REMEDY and CHEROKEE INJECTION—the two medicines at the same time—all improper discharges are removed, and the weakened organs are speedily restored to full vigor and strength.

For full particulars get our pamphlets from any drug store in the country, or write us, and we will mail free to any address a full treatise.

Price, CHEROKEE REMEDY, $2 per bottle, or three bottles for $5.

Price, CHEROKEE INJECTION, $2 per bottle, or three bottles for $5.

Sent by express to any address on receipt of price.

Sold by all druggists everywhere.

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CHEROKEE CURE! An unfailing cure for Spermatorrhœa, Seminal Weakness, Nocturnal Emissions, and all diseases caused by Self-pollution; such as Loss of Memory, Universal Lassitude, Pains in the Back, Dimness of Vision, Premature Old Age, Weak Nerves, Difficulty of Breathing, Trembling, Wakefulness, Eruptions on the Face, Pale Countenance, Insanity, Consumption, and all the direful complaints caused by departing from the path of nature.

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This medicine is a simple vegetable extract, and one on which all can rely, as it has been used in our practice for many years, and with thousands treated, it has not failed in a single instance. Its curative powers have been sufficient to gain victory over the most stubborn case.

To those who have trifled with their constitution, until they think themselves beyond the reach of medical aid, we would say, DESPAIR NOT! the CHEROKEE CURE will restore you to health and vigor, and after all quack doctors have failed.

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For full particulars, get a Circular from any Drug Store in the country, or write the Proprietors, who will mail free, to any one desiring the same, a full treatise in pamphlet form.

Price, $2 per bottle, or three bottles for $5, and forwarded by Express to all parts of the world.

Sold by all respectable druggists everywhere.

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DR. WRIGHT'S REJUVENATING ELIXIR! OR, ESSENCE OF LIFE! Prepared from Pure Vegetable Extracts, containing nothing injurious to the most delicate.

The Rejuvenating Elixir is the result of modern discoveries in the vegetable kingdom; being an entirely new and abstract method of cure, irrespective of all the old and worn-out systems.

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This medicine has been tested by the most eminent medical men of the day, and by them pronounced to be one of the greatest medical discoveries of the age.

One bottle will cure General Debility.

A few bottles cure Hysterics in females.

One bottle cures Palpitation of the Heart.

A few doses restore the organs of generation.

From one to three bottles restore the manliness and full vigor of youth.

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A few doses restore the appetite.

Three bottles cure the worst case of Impotency.

A few doses cure the low spirited.

One bottle restores mental power.

A few doses bring the rose to the cheek.

This medicine restores to manly vigor and robust health the poor, debilitated, worn-down, and despairing devotee of sensual pleasure.

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The listless, enervated youth, the over-tasked man of business, the victim of nervous depression, the individual suffering from general debility, or from weakness of a single organ, will all find immediate and permanent relief by the use of this Elixir or Essence of Life.

Price, $2 per bottle, or three bottles for $5, and forwarded by express, on receipt of money, to any address.

Sold by all druggists everywhere.

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CHEROKEE PILLS! SUGAR COATED FEMALE REGULATOR, HEALTH PRESERVER. CERTAIN AND SAFE. For the Removal of Obstructions, and the Insurance of Regularity in the Recurrence of the Monthly Periods.

They cure or obviate those numerous diseases that spring from irregularity, by removing the irregularity itself.

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They cure Suppressed, Excessive, and Painful Menstruation.

They cure Green Sickness (Chlorosis).

They cure Nervous and Spinal Affections, pains in the back and lower parts of the body, Heaviness, Fatigue on slight exertion, Palpitation of the Heart, Lowness of Spirits, Hysteria, Sick Headache, Giddiness, &c., &c. In a word, by removing the irregularity, they remove the cause and with it all the effects that spring from it.

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Composed of simple vegetable extracts, they contain nothing deleterious to any constitution, however delicate, their function being to substitute strength for weakness, which, when properly used, they never fail to do.

They may be safely used at any age, and at any period, EXCEPT DURING THE FIRST THREE MONTHS, during which the unfailing nature of their action would infallibly PREVENT pregnancy.

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All letters seeking information or advice will be promptly, freely, and discreetly answered.

Full directions accompany each box.

Price $1 per box, or six boxes for $5.

Sent by mail, free of postage, on receipt of price.

Sold by all respectable Druggists.

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The CHEROKEE MEDICINES are sold by all enterprising druggists in the civilized world. Some unprincipled dealers, however, try to sell worthless compounds in place of these—those which they can get at a cheap price, and make more money by selling than they can on the CHEROKEE MEDICINES. As you value your health—aye, the health of your offspring—do not be deceived by such unprincipled druggists. Ask for the CHEROKEE MEDICINES, and take no other.

If the Druggists will not buy them for you, send to us, and we will send them to you by Express. Parties addressing us should state the disease and symptoms, and full particulars in regard to their cases. We treat all diseases of a chronic nature in male or female.

Ladies or gentlemen can address us in perfect confidence, and we will in all cases frankly and freely answer their letters, and give our advice as regards each case.

Patients living at a distance need not hesitate because of their inability to visit us. We have treated successfully patients in all portions of the civilized globe.

Patients addressing us will please write Post Office, County, State, and name of writer, plain, and inclose postage stamp for reply.

We send to any address our 32-page pamphlet free.

Address all letters and orders to
DR. W. R. MERWIN & CO.,
No. 63 LIBERTY STREET,
NEW YORK.
Agents for Pennsylvania, DYOTT & CO., No. 232 North SECOND street, Philadelphia. my21-swfm

T. J. McGUIGAN,
Importer and Wholesale Dealer in
FANCY GOODS, NOTIONS, &c.
FIREWORKS, FLAGS, &c.
Matches and Blacking,
No. 2 STRAWBERRY STREET,
(First street above Second, between Market and Chesnut)
my23-2m PHILADELPHIA.

GOLD'S IMPROVED STEAM AND WATER-HEATING APPARATUS.
For Warming and Ventilating Public Buildings and Private Residences,
Manufactured by the
UNION STEAM AND WATER-HEATING COMPANY OF PHILADELPHIA.
JAMES P. WOOD,
No. 41 S. FOURTH Street.
mh20-6m B. M. FELTWELL, Superintendent.

WEALTH, HEALTH, AND BEAUTY.

If to gain admiring eyes;
If to cause invidious sighs;
If to be a blooming flower,
Fading, dying in an hour—BEAUTY!
If to have a host of friends;
If for vice to make amends;
If with high-born blood to wed;
If a marble stone when dead—WEALTH.
If to live threescore and ten,
Wishing life as long again;
If to live a life of peace;
If to die and go to *grease*—HEALTH!
If you wish a life of pleasures;
If you value this world's treasures;
If every comfort you would see,
Take my advice, and wish *all three*.
Then having Health, Wealth and Beauty,
You'll be prepared for every duty.

By a careful perusal of Dr. WILLIAM YOUNG'S New Book, THE MARRIAGE GUIDE, which should be read by every one. Sold by Booksellers generally, and at the Doctor's office, No. 416 SPRUCE STREET; price 25 cents. je3-1m

SECRET DISEASES! SECRET DISEASES!
SAMARITAN'S GIFT!
SAMARITAN'S GIFT!
THE MOST CERTAIN REMEDY EVER USED.
Yes, a positive cure for
GONORRHŒA, GLEET, STRICTURES, &c.
Contains no Mineral, no Balsam, no Mercury.
Only ten pills to be taken to effect a cure.
Cures in from two to four days, and recent cases in "twenty-four hours." Prepared by a graduate of the University of Pennsylvania, one of the most eminent Doctors and Chemists of the present day.
NO EXPOSURE, NO TROUBLE, NO CHANGE WHATEVER.
Let those who have despaired of getting cured, or who have been gorged with Balsam Copaiva, or Mercury, at once try the
SAMARITAN'S GIFT.
Sent by mail in a plain envelope.
Price, male packages, $2. Female, $3.

BLOOD! BLOOD!! BLOOD!!! BLOOD!!!!
SCROFULA, ULCERS, SORES, SPOTS, TETTERS, SCALES, BOILS, SYPHILIS OR VENEREAL DISEASES, &c., &c.
SAMARITAN'S
ROOT AND HERB JUICES
Is offered the public as a positive cure.
SYPHILIS OR VENEREAL DISEASES, the SAMARITAN'S ROOT AND HERB JUICE, is the most potent, certain, and effectual remedy ever prescribed; it reaches and eradicates every particle of the venereal poison so that the cure is thorough and permanent. Take then of this purifying remedy and be healed, and do not transmit to your posterity that for which you may repent in after years.
DO NOT DESPAIR!
Although you may be pronounced incurable, the SAMARITAN'S ROOT AND HERB JUICES will remove every vestige of impurities from the system, as well as all the bad effects of Mercury.
FEMALES! FEMALES!!
In many affections with which numbers of Females suffer, the ROOT AND HERB JUICE most happily adapted, in Ulcerated Uterus, in Leucorrhœa, in bearing down, Falling of the Womb, Debility, and for all complaints incident to the sex.
Sent by express. Price $1 a bottle, or 6 bottles for $5.
SAMARITAN'S WASH
Is, in cases of Syphilis, used in conjunction with the Root and Herb Juices. Full directions. Price 25 cents.
The efficacy of these remedies is alike acknowledged by physicians and patients. They are used in the U. S. Hospitals, thus restoring to health many of our brave soldiers.
From the Baltimore "Sun:"—
WHAT THE SURGEONS SAY OF THE SAMARITAN'S REMEDIES:—
"POST HOSPITAL, FORT MARSHALL,
Baltimore, Md., Feb. 20, 1864.
"I have great satisfaction in stating that I have used '*The Samaritan Remedies*' for Venereal Disease in the most customary forms; that I have used them with judgment, discretion, and properly, and have found them respond to my anticipations promptly and effectually. Knowing their composition, I have the fullest confidence in their efficacy, and as far as my use of them extends, I recommend them strongly.
"ALFRED C. BOWERS,
"Assistant Surgeon 5th New York Vols."
Let it be understood that these remedies are as recommended, and will positively cure the diseases for which they are offered.
Sold by
S. C. UPHAM,
No. 25 S. EIGHTH Street.
DESMOND & CO.,
je4-1m No. 915 RACE Street.

RAILROAD LINES.

1864. CAMDEN AND ATLANTIC RAILROAD. 1864.
SUMMER ARRANGEMENT.
THROUGH IN TWO HOURS!!!
Four trains daily to Atlantic City.
On and after MONDAY, July 4, trains leave Vine street Ferry as follows:—
Mail, 7·30 A. M.
Freight, with passenger car attached, 9·15 A. M.
Express (through in 2 hours) 2·00 P. M.
Atlantic Accommodation, 4·15 P. M.
Junction Accommodation, 5·30 P. M.
RETURNING LEAVES ATLANTIC,
Accommodation (Atlantic) 5·46 A. M.
Express, 7·08 A. M.
Freight, 11·50 A. M.
Mail, 4·48 P. M.
Junction Accommodation, 6·22 A. M.
Fare to Atlantic, $2·00. Round Trip Tickets (good only for the day and train on which they are issued) $3·00.
EXTRA HADDONFIELD TRAINS.
Leave Vine street 10·15 A. M. and 1·00 P. M.
Leave Haddonfield 1·45 P. M. and 2·45 P. M.
ON SUNDAYS.
Mail train for Atlantic leaves Vine street 7·30 A. M.
Leaves Atlantic 4·48 P. M.
je30-tf JOHN G. BRYANT, Agent.
The bar which was made last year has entirely disappeared, leaving the beach one of the most delightful on the coast.
FOURTH OF JULY AT ATLANTIC.
Excursion Tickets sold on the 2d, 3d, and 4th of July, will be good to return on any train on or before the 5th.

WEST JERSEY RAILROAD LINES.—Commencing MONDAY, June 20, 1864, from WALNUT Street Wharf.
FOR CAPE MAY.
At 6 and 10 A. M. and 4·30 P. M.
For Salem and Bridgeton, at 9 A. M. and 4 P. M.
For Glassboro, at 6, 9, and 10 A. M., and 4 and 5·30 P. M.
For Woodbury, Gloucester, &c., at 6 and 9 A. M., 12 M., and 4 and 6 P. M.
RETURNING TRAINS LEAVE
Cape May at 6 and 11·45 A. M., and 5·10 P. M.
Millville at 7·40 A. M., and 1·32 and 6·50 P. M.
Salem at 6 A. M. and 1·15 P. M.
Bridgeton at 6·15 A. M., 1·30 P. M.
Glassboro at 7·10 and 8·35 A. M., 2·23, 3·00 and 7·58 P. M.
Woodbury at 7, 7·40 and 8·54 A. M., and 2·50, 5·29, 5·05 and 8·12 P. M.
THE WEST JERSEY EXPRESS COMPANY,
Office No. 5 WALNUT Street, will call for and deliver Baggage, and attend to all the usual branches of Express business. *Heavy Articles* taken by 6 A. M. lines only, and must be sent to the office the evening previous. Perishable articles by this line must be sent before 5½ A. M. A special messenger accompanies each train.
my31 J. VAN RENSSELAER, Superintendent.

NORTH PENNSYLVANIA RAILROAD—For BETHLEHEM, DOYLESTOWN, EASTON, MAUCH CHUNK, HAZLETON, WILKESBARRE, WILLIAMSPORT.
SUMMER ARRANGEMENT.
ADDITIONAL TRAINS.
On and after MONDAY, June 13, 1864, Passenger Trains will leave the new Depot, THIRD Street, above Thompson street, Philadelphia, daily (Sundays excepted), as follows:—
7 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Wilkesbarre, Williamsport.
9·15 A. M. (Accommodation) for Doylestown.
10·15 A. M. (Accommodation) for Fort Washington.
3 P. M. (Accommodation) for Doylestown.
3·45 P. M. (Express) for Bethlehem, Easton, &c.
4·15 P. M. (Mail) for Doylestown.
5·15 P. M. (Accommodation) for Bethlehem, Allentown, and Mauch Chunk.
6·15 P. M. (Accommodation) for Lansdale.
11 P. M. (Accommodation) for Fort Washington.
TRAINS FOR PHILADELPHIA
Leave Bethlehem at 6·30 A. M., 9·30 A. M., and 6·07 P. M.
Doylestown at 6·40 A. M., 3·45 P. M., and 7 P. M.
Lansdale at 6 A. M.
Fort Washington at 11·25 A. M. and 2 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9 A. M.
Philadelphia for Doylestown at 3 P. M.
Doylestown for Philadelphia at 7·20 A. M.
Bethlehem for Philadelphia at 4 P. M.
Hillman's Baggage Express will call for and deliver baggage at the depot. Orders may be left at No. 113 S. THIRD Street.
je13 ELLIS CLARK, Agent.

SHIPPING.

STEAM WEEKLY TO LIVERPOOL, touching at Queenstown, Cork Harbor.—The well-known steamers of the Liverpool, New York, and Philadelphia Steamship Company are intended to sail as follows:—
CITY OF MANCHESTER, Saturday, July 2d.
CITY OF LONDON, Saturday, July 9th.
CITY OF BALTIMORE, Saturday, June 16th.
And every succeeding Saturday, at noon, from Pier No. 44 North River.
RATES OF PASSAGE.
Payable in Gold, or its equivalent in Currency:—

First Cabin	$80·00	Steerage	$35·00
First Cabin to London	85·00	Steerage to London	34·00
First Cabin to Paris	95·00	Steerage to Paris	40·00
First Cabin to Hamburg	90·00	Steerage to Hamburg	37·00

Passengers are also forwarded to Havre, Bremen, Rotterdam, Antwerp, &c., at equally low rates.
Fares from Liverpool or Queenstown—First Cabin, $75, $85, $105. Steerage from Liverpool and Queenstown, $35. Those who wish to send for their friends can buy tickets here at these rates.
For further information apply at the Company's offices.
JOHN G. DALE, Agent,
No. 111 WALNUT Street, Philadelphia.

BOSTON AND PHILADELPHIA Steam Ship Line, sailing from each port on SATURDAYS, from first Wharf above PINE Street, Philadelphia, and Long Wharf, Boston. From first wharf above PINE Street, on Saturday, July 2, 1864.
The steamship NORMAN, Baker, will sail from Philadelphia for Boston, on Saturday, July 9th, at 10 A. M., and the steamship SAXON, Matthews, from Boston for Philadelphia, on same day, at 4 P. M.
These new and substantial steamships form a regular line, sailing from each port punctually on Saturdays.
Insurances effected at one-half the premium charged on sail vessels.
Freights taken at fair rates.
Shippers are requested to send Slip Receipts and Bills Lading with their goods.
For Freight or Passage (having fine accommodations) apply to
HENRY WINSOR & CO.,
ja4-tf No. 332 S. DELAWARE Avenue.

FOR NEW YORK.—DESPATCH and Swiftsure Lines, via Delaware and Raritan Canal. The steamers of these lines are leaving daily at 12 o'clock M. and 5 o'clock P. M., from third pier above Walnut street.
For freight, which will be taken on accommodating terms, apply to WILLIAM M. BAIRD & CO., No. 134 S. DELAWARE Avenue.

RAILROAD LINES.

ARRANGEMENTS OF NEW YORK LINES. 1864.
The Camden and Amboy and Philadelphia and Trenton Railroad Companies' Lines from Philadelphia to New York and Way Places.
FROM WALNUT STREET WHARF.

Will leave as follows, viz:—	FARE.
At 6 A. M., via Camden and Amboy, C. and A. Accommodation	$2·25
At 8 A. M., via Camden and Jersey City, Morning Express	3·00
At 8 A. M., via Camden and Jersey City, 2d Class Ticket	
At 12 M., via Camden and Amboy, C. and A. Accommodation	2·25
At 2 P. M., via Camden and Amboy, C. and A. Express	3·00
At 4 P. M., via Camden and Amboy, Accommodation (Freight and Passenger)	1·75
At 6 P. M., via Camden and Amboy, Accommodation (Freight and Passenger), 1st Class Ticket	2·25
2d Class do	1·50
At 7½ P. M., via Camden and Amboy Accommodation (Freight and Passenger), 1st Class Ticket	2·25
2d Class do	1·50

For Mauch Chunk, Allentown, Bethlehem, Belvidere, Easton, Lambertville, Flemington, &c., at 3·30 P. M.
For Flemington, Lambertville, and intermediate stations, 5 P. M.
For Mount Holly, Evansville, and Pemberton, at 6 A. M., 2 and 5 P. M.
For Freehold at 6 A. M. and 2 P. M.
For Palmyra, Riverton, Delanco, Beverly, Burlington, Florence, Bordentown, &c., at 6 A. M., 12 M., 1, 3·30, 5 and 6 P. M. The 3·30 and 5 P. M. lines run direct through to Trenton.
For Palmyra, Riverton, Delanco, Beverly and Burlington at 7 P. M.
Steamboat Trenton, for Bristol, Burlington, Beverly, Torresdale and Tacony, at 9·30 A. M. and 2·30 P. M.
LINES FROM KENSINGTON DEPOT

Will leave as follows:—	
At 4 A. M., (night) via Kensington and New York, Washington and New York Mail	$2 25
At 11·15 A. M., via Kensington and Jersey City Express	3 00
At 4·30 P. M., via Kensington and Jersey City Express	3 00
At 6·45 P. M., via Kensington and Jersey City, Washington and New York Express	3·00

Sunday lines leave at 4 A. M. and 6·45 P. M.
For Water Gap, Stroudsburg, Scranton, Wilkesbarre, Montrose, Great Bend, Mauch Chunk, Allentown, Bethlehem, Belvidere, Easton, Lambertville, Flemington, &c., at 7·15 A. M. This line connects with the train leaving Easton for Mauch Chunk at 3·30 P. M.
For Flemington, Lambertville, and intermediate stations, at 5 P. M.
For Bristol, Trenton, &c., at 7·15 and 11·15 A. M., and 5 P. M.
For Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, at 9 A. M., 5, 6·45 and 8 P. M. The 9 A. M. Line runs to Bristol.
☞For New York, and Way Lines leaving Kensington Depot, take the cars on Fifth street, above Walnut, half an hour before departure. The Cars run into the Depot, and on arrival of each Train, run from the Depot.
Fifty pounds of baggage only allowed each passenger. Passengers are prohibited from taking anything as baggage but their wearing apparel. All baggage over fifty pounds to be paid for extra. The Company limit their responsibility for baggage to One Dollar per pound, and will not be liable for any amount beyond $100, except by special contract.
Graham's Baggage Express will call for and deliver baggage at the Depots. Orders to be left at No. 3 Walnut street.
WM. H. GATZMER, Agent.
June 20, 1864.
LINES FROM NEW YORK FOR PHILADELPHIA WILL LEAVE
From foot of Courtland street at 12 M. and 4 P. M., via Jersey City and Camden: at 7 and 10 A. M., 6 P. M., and 12 (Night) via Jersey City and Kensington.
From foot of Barclay street, at 6 A. M. and 2 P. M., via Amboy and Camden.
From Pier No. 1, North River, at 12 M., 4 and 8 P. M. (Freight and Passengers) via Amboy and Camden.

FREIGHT LINES FOR NEW York and all the stations on the Camden and Amboy and connecting Railroads.
INCREASED DESPATCH.
The Camden and Amboy Railroad and Transportation Company's Freight Lines for New York will leave Walnut street wharf, on and after January 8, daily (Sundays excepted), at 4 o'clock P. M.
Returning, the above Lines will leave New York at 1 and 4 P. M.
Freight must be delivered before 3¼ P. M. to be forwarded the same day.
Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Railroad; also on the Belvidere, Delaware, and Flemington, the New Jersey, the Freehold and Jamesburg, and the Burlington and Mount Holly Railroads, received and forwarded up to 12½ o'clock P. M. Small packages for Mount Holly received up to 2 o'clock P. M.
The Belvidere Delaware Railroad connects at Phillipsburg with the Lehigh Valley Railroad. The New Jersey Railroad connects at Elizabeth with the New Jersey Central Railroad, and at Newark with the Morris and Essex Railroad.
A slip memorandum, specifying the marks and numbers, shippers and consignees, must in every instance be sent with each load of goods, or no receipt will be given.
Increased facilities having been made for the transportation of LIVE STOCK, drovers are invited to try this route.
When stock is furnished in quantities of TWO CAR LOADS or more, it will be delivered at the foot of Fortieth street, near the Drove Yards, or at Pier No. 1, North River, as the shippers may designate at the time of the shipment.
WALTER FREEMAN, Freight Agent,
No. 208 S. Delaware avenue, Philadelphia.
GEO. B. RAYMOND, Freight Agent,
ja5-tf Pier No. 1, North River, New York.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.
CHANGE OF HOURS.
On and after SUNDAY, June 19, 1864,
Passenger trains leave Philadelphia for
Baltimore at 4·30 (Express, Mondays excepted), 8·05 A. M., 12 M., 2·30 and 10·30 P. M.
Chester at 8·05, 11·15 A. M., 1·30, 2·30, 4·30, 6·00 and 11·00 P. M.
Wilmington at 4·30 (Mondays excepted), 8·05, 11·15 A. M., 1·30, 2·30, 4·30, 6·00 10·30 and 11·00 P. M.
New Castle at 8·05 A. M. and 4·30 P. M.
Dover at 8·05 A. M. and 4·30 P. M.
Milford at 8·05 A. M.
Salisbury at 8·05 A. M.
TRAINS FOR PHILADELPHIA.
Leave Baltimore at 8·45, 9·40 A. M., (Express), 1·10 5·25 and 10·25 P. M.
Wilmington at 1·48, 6·45, 9 A. M., 12·24, 1, 1·45, 4·00, 4·33 7·30 and 9·10 P. M.
Salisbury at 1·00 P. M.
Milford at 3·35 P. M.
Dover at 6·30 A. M., and 4·55 P. M.
New Castle at 8·30 A. M. and 6·55 P. M.
Chester at 7·45, 9·40 A. M., 1·00, 2·39, 4·49, 5·00, 8·14, 9·40 P. M.
Leave Baltimore for Salisbury and intermediate stations at 10·25 P. M.
Leave Baltimore for Dover and intermediate stations at 1·10 P. M.
TRAINS FOR BALTIMORE.
Leave Chester at 8·40 A. M., 3 and 11·05 P. M.
Leave Wilmington at 5·30, 9·25 A. M., 3·35 and 11·40 P. M.
Freight Trains, with Passenger Car attached, will run as follows:—
Leave Wilmington for Perryville and intermediate places at 7·45 P. M.
SUNDAYS:—Only at 4·30 A. M., 10·30 P. M., from Philadelphia to Baltimore.
From Philadelphia to Wilmington at 4·30 A. M., 10·30 and 11·00 P. M.
From Wilmington to Philadelphia at 1·48 A. M. and 7·30 P. M. Only at 10·25 P. M. from Baltimore to Philadelphia.
ja4 H. F. KENNEY, Superintendent.

READING RAILROAD.
GREAT TRUNK LINE
FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND, AND WYOMING VALLEYS,
AND
NORTH, NORTHWEST, AND THE CANADAS.
PASSENGER TRAINS
Leave the Company's Depot, at THIRTEENTH and CALLOWHILL Streets, Philadelphia, at the following hours:—
MORNING MAIL.
At 8·15 A. M., for Reading, Lebanon, Ephrata, Lititz, Columbia, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, &c.
The train connects at READING with East Pennsylvania Railroad trains for Allentown, &c., the Reading and Columbia Railroad for Ephrata, Lititz, and Columbia, and with the Lebanon Valley train for Harrisburg, &c.; at PORT CLINTON with Catawissa Railroad trains for Wilkesbarre, Williamsport, Lock Haven, Elmira, &c.; at HARRISBURG with "Northern Central," "Cumberland Valley," and "Schuylkill and Susquehanna" trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &c.
AFTERNOON EXPRESS
Leaves Philadelphia at 3·30 P. M. for Reading, Pottsville, Pinegrove, Harrisburg, &c., connecting at Harrisburg with Pennsylvania Central Railroad trains for Pittsburg, &c., Northern Central Railroad trains for Sunbury, Northumberland, Elmira, &c., and at Port Clinton with Catawissa Railroad trains for Milton, Williamsport, Elmira, Buffalo, &c.
READING ACCOMMODATION.
Leaves Reading at 6·00 A. M., stopping at all way stations, arriving in Philadelphia at 9·00 A. M.
Returning, leaves Philadelphia at 5·00 P. M.; arrives in Reading at 8·00 P. M.
Trains for Philadelphia leave Harrisburg at 8 A. M., and Pottsville at 9·15 A. M., arriving in Philadelphia at 1·50 P. M. Afternoon trains leave Harrisburg at 2 P. M., Pottsville at 2·30 P. M., arriving in Philadelphia at 7 P. M.
Market trains, with a passenger car attached, leave Philadelphia at 1 P. M., for Reading and all way stations; leave Reading at 12, noon, and Downingtown at 12·30 P. M. for Philadelphia and all way stations.
All the above trains run daily, Sundays excepted.
Sunday trains leave Pottsville at 7·30 A. M., and Philadelphia at 3·15 P. M.
CHESTER VALLEY RAILROAD.
Passengers for Downingtown and intermediate points take the 8·15 A. M. and 5·00 P. M. trains from Philadelphia, returning from Downingtown at 6·40 A. M., and 12·15 noon.
NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.
Leaves New York at 7 P. M., passing Reading at 12 midnight, and connecting at Harrisburg with Pennsylvania Railroad Express trains for Pittsburg.
Returning Express train leaves Harrisburg on arrival of the Pennsylvania Express from Pittsburg at 6·30 A. M., passing Reading at 8·45 A. M., and arriving at New York at 1·45 P. M. Sleeping Cars accompany these trains through, between Jersey City and Pittsburg, without change.
Mail trains for New York leave Harrisburg at 8 A. M. and 2 P. M. Mail trains for Harrisburg leave New York at 6 A. M. and 12 M.
SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottsville at 7·15 A. M. and 3·30 P. M., returning from Tamaqua at 8·10 A. M. and 4·35 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 3·45 A. M. for Pinegrove and Harrisburg, and at 1·20 and 7·10 P. M. for Pinegrove only; returning from Harrisburg at 1·30 P. M., and from Pinegrove at 8·15 A. M., and 5 P. M.
TICKETS.
Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.
The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Reading:—
COMMUTATION TICKETS.
At 25 per cent. discount, between any points desired, for families and firms.
MILEAGE TICKETS
Good for 2000 miles, between all points, at $46·35 each, for families and firms.
SEASON TICKETS.
For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.
CLERGYMEN
Residing on the line of the road will be furnished with cards, entitling themselves and wives to tickets at half fare.
EXCURSION TICKETS
From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at THIRTEENTH and CALLOWHILL Streets.
FREIGHT.
Goods of all descriptions forwarded to all the above points, from the Company's new freight depot, BROAD and Willow Streets.
FREIGHT TRAINS
Leave Philadelphia daily at 6 A. M., 1 P. M., and 6 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.
MAILS
Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2·15 P. M.

RAILROAD LINES.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD.
TIME TABLE.
On and after MONDAY, May 16, 1864, until further notice
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A. M.; 1, 2, 3·10, 3½, 4, 5, 5½, 6, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 7·30, 8, 8·20, 9, 10, 11, 12 A. M.; 1, 2, 3, 4, 4½, 5, 6, 6½, 7, 8, 9, 10, 11, and 12 P. M.
The 8·20 down, and the 3½ and 5½ trains up, do not stop on the Germantown Branch.
CHESNUT HILL RAILROAD.
Leave Philadelphia, 6, 8, 10, 12 A. M.; 2, 3½, 5¾, 7, 9, and 11 P. M.
Leave Chesnut Hill, 7·10, 8, 9·40, 11·40 A. M.; 1·40, 3·40, 5·40, 6·40, 8·40, and 10·40 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia, 6, 8·35, 11·05 A. M.; 1½, 3, 4½, 5½, 6¼, 8·05 and 11½ P. M.
Leave Norristown, 5½, 7, 7·50, 9 and 11 A. M.; 1½, 4½, 6¼ and 9 P. M.
The 5¼ train up will stop at Wissahickon, Manayunk, and Conshohocken only.
FOR MANAYUNK.
Leave Philadelphia, 6, 8·35, 11·05 A. M., 1½, 3, 4½, 5½, 6¾, 8·05 and 11½ P. M.
Leave Manayunk, 6½, 7½, 8·20, 9½, 11½ A. M., 2, 5, 7, and 9½ P. M.
H. K. SMITH, General Superintendent,
my31 Depot, NINTH and GREEN Streets.

WEST CHESTER AND PHILADELPHIA RAILROAD, VIA MEDIA.
SPRING ARRANGEMENT.
On and after FRIDAY, April 1, 1864, the Trains will leave as follows:—
Leave Philadelphia, from the Depot, corner of THIRTY-FIRST and MARKET Streets, 8 A. M., 11·05 A. M., 2·30 P. M., 4·30 P. M., 6·45 P. M.
Philadelphia Depot changed from EIGHTEENTH and MARKET Streets, to THIRTY-FIRST and MARKET Streets.
Leave West Chester, from the Depot, on East MARKET Street, 6·20 A. M., 7·45 A. M., 11 A. M., 2 P. M., 4·45 P. M.
The cars of the West Philadelphia Passenger Railway Company (Market street) will convey Passengers to and from the Philadelphia Depot.
ON SUNDAYS.
Leave Philadelphia at 8·30 A. M. and 2·30 P. M.
Leave West Chester at 8 A. M. and 4·30 P. M.
Trains leaving Philadelphia at 8 A. M. and 4·30 P. M., and West Chester at 7·45 A. M. and 4·45 P. M., connect with trains on the Philadelphia and Baltimore Central Railroad for Oxford and intermediate points.
ja4-tf HENRY WOOD, General Superintendent.

PENNSYLVANIA CENTRAL RAILROAD. 1864.
THE GREAT DOUBLE TRACK SHORT ROUTE TO THE WEST, NORTHWEST, AND SOUTHWEST.
Equipments and facilities for the safe, speedy, and comfortable transportation of passengers, unsurpassed by any route in the country.
Trains leave the Depot at ELEVENTH and MARKET Streets, as follows:—

Mail Train at	7·25 A. M.
Fast Line at	11·25 A. M.
Through Express at	10·30 P. M.
Parkesburg Train, No. 1, at	10·00 A. M.
Parkesburg Train, No. 2, at	1·00 P. M.
Harrisburg Accommodation at	2·30 P. M.
Lancaster Train at	4·00 P. M.
Paoli Accommodation (leaves West Phila.), at	6·00 P. M.

Through Passengers by the Fast Line reach Altoona for supper, where will be found excellent accommodations for the night at the Logan House, and in the morning may take either the Philadelphia or Baltimore Express, each of which makes connections at Pittsburg for all points. A daylight view is thus afforded of the entire line and its magnificent scenery.
The Through Express Train runs daily; all the other trains daily, except Sundays.
FOR PITTSBURG AND THE WEST.
The Mail Train, Fast Line, and Through Express connect at Pittsburg with through trains on all diverging roads from that point, North to the Lakes, West to the Mississippi and Missouri Rivers, and South and Southwest to all points accessible by railroad. Through Tickets to Cleveland, Detroit, Chicago, St. Paul, Columbus, Indianapolis, St. Louis, Leavenworth, Kansas, Wheeling, Dayton, Cincinnati, Louisville, Cairo, and all other principal points, and baggage checked through.
INDIANA BRANCH RAILROAD.
The Through Express, leaving at 10·30 P. M., connects at Blairsville intersection with a train on this road for Blairsville, Indiana, &c.
EBENSBURG AND CRESSON BRANCH RAILROAD.
The Through Express Train, leaving at 10·30 P. M., connects at Cresson, at 10·45 A. M., with a train on the road for Ebensburg. A train also leaves Cresson for Ebensburg at 8·45 P. M.
HOLLIDAYSBURG BRANCH ROAD.
The Mail Train at 7·25 A. M., and Through Express at 10·30 P. M., connect at Altoona with trains for Hollidaysburg at 7·55 P. M. and 8·40 A. M.
TYRONE AND CLEARFIELD BRANCH RAILROAD.
The Through Express Train, leaving at 10·30 P. M., connects at Tyrone with a train for Sandy Ridge and Philipsburg, and by Bald Eagle Valley Railroad for Port Matilda, Milesburg, and Bellefonte.
HUNTINGDON AND BROAD TOP RAILROAD.
The Through Express Train, leaving at 10·30 P. M., connects at Huntingdon with a train for Hopewell and Bloody Run at 6·56 A. M.
NORTHERN CENTRAL AND PHILADELPHIA AND ERIE RAILROADS.
For Sunbury, Williamsport, Lock Haven, Elmira, Rochester, Buffalo, and Niagara Falls, passengers taking the Mail Train at 7·25 A. M., and the Through Express at 10·30 P. M., daily except Sundays, go directly through, without change of cars between Philadelphia and Williamsport.
For YORK, HANOVER, and GETTYSBURG, the trains leaving at 8 A. M. and 2·30 P. M., connect at Columbia with trains on the Northern Central Railroad.
CUMBERLAND VALLEY RAILROAD.
The Mail Train at 7·25 A. M., and Through Express at 10·30 P. M., connect at Harrisburg with trains for Carlisle, Chambersburg, and Hagerstown.
WAYNESBURG BRANCH RAILROAD.
The trains leaving at 7·25 A. M. and 2·30 P. M., connect at Downingtown with train on this road to Waynesburg and all intermediate stations.
For further information apply at the Passenger Station, S. E. corner of ELEVENTH and MARKET Streets.
JAMES COWDEN, Ticket Agent.
COMMUTATION TICKETS.
For 1, 3, 6, 9, or 12 months, at very low rates, for the accommodation of persons living out of town, or located on or near the line of the road.
COUPON TICKETS.
For 26 trips between any two points, at about two cents per mile. These tickets are intended for the use of families traveling frequently, and are of great advantage to persons making occasional trips.
SCHOOL TICKETS.
For one or three months, for the use of scholars attending school in the city.
WESTERN EMIGRATION.
An Emigrant Accommodation train leaves No. 137 Dock street daily (Sundays excepted), at 4 o'clock P. M., offering a comfortable mode of travel to families going West, at one-half the usual rate of fare. Particular attention is paid to baggage, for which checks are given, and baggage forwarded by the same train with passengers.
For full information, apply to
FRANCIS FUNK, Emigrant Agent,
No. 137 DOCK Street.
MANN'S BAGGAGE EXPRESS.
An agent of this reliable Express Company will pass through each train before reaching the depot, and take up checks and deliver baggage to any part of the city. Baggage will be called for promptly when orders are left at the Passenger Depot, Eleventh and Market streets. The traveling public are assured *that it is entirely responsible*.
FREIGHTS.
By this route freights of all descriptions can be forwarded to and from any points on the railroads of Ohio, Kentucky, Indiana, Illinois, Wisconsin, Iowa or Missouri, by railroad direct, or to any point on the navigable waters of the West, by steamers from Pittsburg.
The rates of freight to and from any point in the West by the Pennsylvania Central Railroad are at all times as favorable as are charged by other Railroad Companies. Merchants and shippers entrusting the transportation of their freight to this Company can rely with confidence on its speedy transit.
For freight contracts or shipping directions, apply to or address the Agents of the Company:—
S. B. KINGSTON, Jr., of Philadelphia.
D. A. STEWART, Pittsburg.
CLARK & CO., Chicago.
LEECH & CO., No. 1 Astor House, or No. 1 S. William street, New York.
LEECH & CO., No. 77 Washington street, Boston.
WILLIAM BROWN, No. 80 North street, Baltimore, Agent Northern Central Railway.
H. H. HOUSTON,
General Freight Agent, Philadelphia.
LEWIS L. HOUPT,
General Ticket Agent, Philadelphia.
ENOCH LEWIS,
General Superintendent, Altoona, Pa.

PHILADELPHIA AND TRENTON AND CAMDEN AND AMBOY RAILROAD COMPANIES.
NOTICE.
On and after MONDAY, January 4, 1864, the Trains for New York, leaving Kensington Depot, Philadelphia, at 3·12 A. M. (Night), and 2·30 P. M., and the trains leaving New York at 8 A. M. and 7·30 P. M., will hereafter be run exclusively for the United States Mails and New York and Washington Passengers, and will not take in nor let out any passengers between said cities.
The 18 A. M. and 12 Midnight Lines from New York to Washington, and the 11·20 A. M. and 5 P. M. Lines from Washington to New York, will continue as at present, and carry passengers to and from the intermediate stations and Baltimore, Washington, and New York.
ARRANGEMENTS BETWEEN PHILADELPHIA AND NEW YORK.
Lines leave Philadelphia, from Kensington Depot, at 11·15 A. M., 4·30 and 6·45 P. M. and 12·30 midnight, and from Walnut Street Wharf (via Camden), at 6 and 8 A. M., 12 M., 4 and 6 P. M., for New York.
And leave New York, from foot of Courtlandt street, at 7 A. M., 10 A. M., 12, 4 and 6 P. M., and 12 midnight, and from foot of Barclay street at 6 A. M. and 2 P. M.
ja4-tf WM. A. GATZMER, Agent.

PHILADELPHIA AND ERIE RAILROAD 1864.
This great line traverses the Northern and Northwest counties of Pennsylvania to the city of Erie on Lake Erie.
It has been leased by the PENNSYLVANIA RAILROAD COMPANY, and under their auspices is being rapidly opened throughout its entire length.
It is now in use for Passenger and Freight business from Harrisburg to Emporium (195 miles), on the Eastern Division, and from Sheffield to Erie (78 miles), on the Western Division.
TIME OF PASSENGER TRAINS AT PHILADELPHIA.

Mail Train leaves	8·00 A. M.
Express Train leaves	10·30 P. M.

Cars run through WITHOUT CHANGE both ways on these trains between Philadelphia and Lock Haven, and between Baltimore and Lock Haven.
Elegant Sleeping Cars on the Express Train both ways.
For information respecting Passenger business, apply at the S. E. corner of Eleventh and Market streets.
And for Freight business, of the Company's Agents:—
S. B. Kingston, Jr., corner Sixteenth and Market streets, Philadelphia.
J. W. Reynolds, Erie.
J. M. Drill, Agent, N. C. R., Baltimore.
H. H. HOUSTON,
General Freight Agent, Philadelphia.
LEWIS L. HOUPT,
General Ticket Agent, Philadelphia.
JOSEPH D. POTTS,
ja4-tf General Manager, Williamsport.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD, OPEN TO OXFORD—SPRING ARRANGEMENT.
On and after FRIDAY, April 1, 1864, the trains will leave as follows:—

LEAVE EASTWARD. STATIONS.	A. M.	P. M.	LEAVE WESTWARD. STATIONS.	A. M.	P. M.
Oxford	6·50	3·25	Philadelphia	8·00	4·30
West Grove	6·57	3·52	West Chester	7·45	4·45
Avondale	7·04	4·01	W. C. Junction	9·08	5·41
Kennett	7·20	4·17	Concord	9·23	5·56
Chadd's Ford	7·42	4·41	Chadd's Ford	9·41	6·14
Concord	8·00	5·00	Kennett	10·05	6·37
W. C. Junction	8·15	5·15	Avondale	10·21	6·54
Philadelphia	9·37	6·36	West Grove	10·29	7·02
West Chester	9·29	6·10	Oxford	10·56	7·29

Passenger Depot in Philadelphia has been changed from Eighteenth and Market streets, to THIRTY-FIRST and MARKET Streets, West Philadelphia. Market Street Passenger Railway Cars convey Passengers to and from the Depot.
Passengers go through without change of cars.
ja4 HENRY WOOD, Superintendent.

SALEM RAILROAD COMPANY.—Running time of Trains, commencing FRIDAY, January 1, 1864:—
From Walnut Street Wharf at 9 A. M., 3 and 4 P. M. freight 12 M. Returning, leave Salem at 6 A. M., 8 or 10 P. M., 1·10 P. M. Freight daily each way. Apply to
MORTON MILLS, Agent,
Second Covered Pier above WALNUT Street,
S. DELAWARE Avenue.
ja4-tf J. VAN RENSSELAER, Superintendent.